



FREE WHEELING 6TH ADVANTAGE.

Ability to change down at any speed
is a decided safety advantage.

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 115½d.

No. 27,898 HONG KONG, THURSDAY, SEPTEMBER 10, 1931. PRICE \$3.00 Per Month.



Local Branch, Pedder Bldg. Tel. 24554.

TWO EUROPEANS ARRESTED.

One "Wanted" in
Shanghai?
SINGAPORE FUGITIVE.

Just before going to press the *China Mail* learns that on the arrival in port of the s.s. *Sardhana*, members of the C.I.D. boarded the vessel and took off two Europeans (names not ascertained), who are alleged to be "wanted" for crimes outside the Colony.

One man is stated to be "wanted" in Shanghai and was apprehended in Bombay and placed on the *Sardhana* to be returned to Shanghai. He is in tranship here, and will be in the custody of the local Police until the sailing date.

The other is understood to be an alleged fugitive from Singapore, who joined the *Sardhana* when she called there and travelled as a passenger to Hong Kong. His apprehension here followed the receipt of cable information from Singapore, the Police there having discovered that he was on the *Sardhana* the day after the ship sailed. He is being held here for extradition.

AMY HOME AGAIN.

Tokyo-London
Flight Over.

AT CROYDON.

Rugby, Yesterday.
Miss Amy Johnson landed at Croydon Aerodrome this evening on her return from her flight to Tokyo. Since leaving Tokyo on August 24 she has encountered much bad weather.

Her flight from England to Tokyo in a Puss Moth aeroplane was accomplished in just over nine days. — British Wireless Service.

London, Yesterday.
Miss Amy Johnson landed at Croydon at 5.57 o'clock this evening on the conclusion of her flight from Tokyo. — Reuter.

The Return Flight.

Osaka.—Took off 5.21 a.m.
August 28.
Utsunomiya.—Re-fuelled. August 28.
Seoul.—Landed 12.20 p.m.
August 29.
Mukden.—Took off 5.01 a.m.
August 29.
Harbin.—Landed 8 a.m. Re-fuelled.
Took off 9.25 a.m.
August 29.
Krasnoyarsk.—Landed 10.10 a.m.
Took off 10.30 a.m.
September 2.
Novosibirsk.—Mid-day call.
September 2.
Omsk.—Landed 4.45 p.m.
September 2.
Ark-Kazau.—Forced down.
September 3.
Aizpute.—Forced landing 4 p.m.
September 3.
Lipnaja.—Landed and spent night.
September 6.
Koenigsberg.—Took off.
September 7.
Homover.—Spent night.
September 8.
Lympe.—Landed and took off again.
September 9.
Croydon.—Landed. September 9.

PRINCE HENRY.

Convalescent Stage
Reached.

Rugby, Yesterday.
The Duke of Gloucester has made excellent progress since his operation for appendicitis and, it is understood, that he will shortly join the King and Queen at Balmoral, probably visiting Princess Mary Viscountess Harewood at her Yorkshire home on his way north. — British Wireless Service.

SCHNEIDER RACE

BRITISH PILOTS
NAMED.

"CONTEST" PLAN
ATTEMPT ON SPEED
RECORD.

Rugby, Yesterday.
The Royal Aero Club has been notified that the following pilots of the Royal Air Force High-Speed Flight Team have been provisionally detailed to fly in the Schneider Trophy Contest on Saturday. Flight Lieutenant J. N. Boothman in S6B Vickers Supermarine Rolls-Royce Seaplane, Flying Officer L. S. Smith in S6A, which flew in the 1929 contest, and Flight Lieutenant F. W. Long in another S6B. Stainforth Selected for Speed Record.

Flight Lieutenant G. H. Stainforth has been selected to fly S6B Seaplane, which will attempt to beat the world's record speed over the three kilometre course at the earliest possible date.

Possible High-Speed Flying Demonstration.

The Club is further authorised by the Air Minister to announce that in the event of the first machine, piloted by Flight Lieutenant Boothman, winning the Trophy at a speed which beats the existing record, a demonstration of high-speed flying by other Schneider Trophy aircraft may take place.

S6B Tested Out.
This afternoon one of the S6B machines, which has now been fitted with its racing engine, was taken up for its final test flight. Among the spectators was the famous aeroplane builder, Anthony Pokker, who is on a visit to Britain. — British Wireless Service.

Rugby, Yesterday.
In the absence of both the French and Italian teams from the Schneider Trophy contest, the procedure to be followed on Saturday will be that one of the two S6B Vickers Supermarine Rolls-Royce seaplanes, specially developed for the contest, will fly over the course and attempt to beat the 100 kilometres world's speed record and also establish a fresh record for the Schneider Trophy contest. Should this prove unsuccessful, an attempt will be made by the S6A, which flew in the 1929 contest, followed by S6B. — British Wireless Service.

BIRD TRAPPED.

Flew Into Engine and
Could Not Get Out.

Calshot, August 13.
The curiosity of a bird caused excitement among the Royal Air Force mechanics at Calshot to-day. The engine cowl of one of the speed monoplanes, built to defend the Schneider Trophy, had been removed. While the mechanics were absent a bird flew inside and could not get out again. The complicated array of mechanism, tightly packed as it is to take up the least possible space, proved too much for it.

Its fluttering attracted attention, but no one could help, and it seemed its life was to be saved and serious damage to the structure avoided; that the whole engine would have to be removed. This work takes two days and the mechanics started on the work.

Then luckily the bird solved the problem by finding its way out and flying away.

Delicate Engines.
Notwithstanding their huge power, these engines are extraordinarily delicate. Their life is a very short one. The first had a life

SHARE MARKET TIRED.

Prices Easier at
Opening.

THIS MORNING'S FEATURES.

The official summary... issued by the Stock Exchange to-day states:—

Prices seemed to be easier on the opening of the market, which appears to have a tired look.

Banks were in demand at \$2.040. Canton Insurances came into request at \$1,540 without shares being obtained.

Unions, after being done at \$557½ and \$550, are still in demand at the former rate.

Steamboats changed hands at \$28½.

Wharves were done at \$165½, with sellers asking \$165, but as the close there were further buyers at the first-named quotation.

S. China Motors (B) were in demand at \$10¾, but sellers asked \$11.

Providents (old) could have been obtained at \$6.55. The new shares were dealt in at \$3.15 and \$3.20.

Hotels (old) were in the market at \$17.20. The new shares are \$16½ nominal.

Lands were quite at \$91½ nominal, as were Humphreys (old and new) at \$22¼ and \$22½, respectively.

Realities, after being done at \$17.40 and \$17½, could have been obtained at \$17.60.

Ewos, which were the medium of sales at \$15.40, closed in demand at this rate.

Trams were in demand at \$22.50. China Lights lacked interest at \$29¼ nominal.

Electric changed hands at \$4 and \$4¼.

Telephones (fully paid) were in demand at \$45, as were also the part paid shares at \$35½.

Cements (combined), which were done at \$20, had sellers offering shares at \$20.10.

Ropes were nominal at \$22.20. Dairy Farms are now \$33½ nominal.

Watsons could have been obtained at \$13.

Lane, Crawfords, old and new, from yesterday's buying rates of \$8.20 and \$8, respectively, are now nominal at these figures.

Constructions cum rights changed hands at \$14.55, and the rights were in demand at \$1.10.

Government Loan could have been obtained at 55½ per cent. premium.

RUSSIAN STOWAWAY

Caught on Empress of
Japan.

A Russian subject, named V. I. Pugachev, was this morning charged at the Kowloon Police Court with stowing away from Hong Kong to Manila on the s.s. *Empress of Japan*.

Detective Sergeant Pearson said that the ship sailed on September 4 and defendant was discovered hiding in a lavatory in the first class part of the boat.

Defendant said that he stowed away from Shanghai in the dummy funnel, but this statement is doubtful, as machinery in the dummy funnel is visited by engineers every four hours.

\$50 fine or a month's imprisonment was imposed.

of only two hours, but this has been gradually increased. Even to-day, however, the engine is worn out after fifteen hours' running. Half of this time is lost in testing or warming up for a flight. The sparking plugs never last for more than an hour, and laborious tests have been made with all kinds of plugs, even six-penny ones, to see which give the best results.

SIGNOR GRANDI

DISARMAMENT
PROPOSALS.

MUCH WELCOMED
BY UNITED STATES
GOVERNMENT.

Washington, Yesterday.
It is understood that the United States Government views "with friendly sympathy" Signor Grandi's disarmament holiday proposals. — Reuter.

[Signor Grandi, only a day or two previously, proposed to the League Assembly, that all programmes of armaments should be immediately and effectively suspended, during the session of the Disarmament Conference in February. He also said, that if armaments were lowered, trade barriers would very soon also be lowered.]

FINE.

The Royal Observatory's report issued at 10.22 a.m. to-day says:—

The typhoon is about 100 miles N.N.E. of Ishigaki, moving N.N.W.

A depression is central to the S.W. of Hanoi.

Forecast: N.W. to W. winds, moderate; fine.

Typhoon Warning.
The following telegram was received from the Manila Observatory by the American Consulate General this morning:—

5.45 a.m.—Typhoon is in about 125 deg. Long. E., 26 deg. Lat. N., moving N.N.W. [It is probably making for Wuchow.]

Rainfall.
Rainfall for 24 hours ended at 10 a.m. to-day, 0.72 inch. Total since January 1—67.86 inches against an average of 69.18 inches—deficit 1.32 inches.

Temperatures.
The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	79
Macao	77
Pratas Island	81
Manila	77
Foehow	80
Amoy	—
Chefoo	70
Shanghai	76

BE ON THE LOOK OUT.

Forged \$10 Bank
Notes.

The Police have received a communication from the Hong Kong and Shanghai Banking Corporation to the effect that a Chinese and a Japanese are reported to be trying to dispose of forged bank notes, to the face value of \$10 each, issued on the Hong Kong and Shanghai Bank, and dated 1929.

It is alleged that they have over \$2,000 worth of these notes, and that they have not been very successful in trying to sell them in Tientsin and Peking. There is the likelihood, though, of them attempting to dispose of the notes in Hong Kong, so the Police are taking every precaution to prevent any such possibility.

There is no good supposing that you can recreate the India of ten years ago any more than it is possible to recapture the atmosphere of childhood. — Lord Irwin.

FILIPINO RUNS AMOK.

Aboard Empress of
Japan.

FOUR INJURED.

The Manila Bulletin of September 7 reports:—

With an iron wrench for his only weapon, Valeriano Astero, returning Filipino labourer from Hawaii, ran amok on board the s.s. *Empress of Japan* at about 9.30 o'clock yesterday morning, just as the ship was docking at Pier 7, and wounded four other Filipinos, two of whom are hovering between life and death at the Philippine General Hospital.

The wounded were:—
Pablo Aronas, labourer, sustained fractured skull, severe cerebral concussion, and other wounds about the face and head, in serious condition;

Alfredo de la Cruz, native of Paniqui, Tarlac, fractured skull and other wounds in face and head, serious;

Alejandro Aluyen, 28, native of Sison, Pangasinan, wounds in the forehead, allowed to go home after treatment; and

Robert Fajar, bruises on the head.

Astro was finally subdued by stevedores and passengers and officers of the ship and was turned over to Detective L. Scott, boarding officer of the secret service division, who called up the Philippine General Hospital for an ambulance. Investigation by detectives showed that Astero was being returned to the Philippines by the Hawaiian Sugar Planters' Association as insane.

Use of a Wrench.
Conflicting reports were gathered regarding the cause of the running amok. Detectives claim that Astero got hold of a wrench and began to hit everybody who came his way without any provocation. Other reports indicated that a Filipino stevedore passenger accused him of stealing.

Astero resented this accusation and then ran amok. He was taken to secret service headquarters where he was locked up in solitary confinement. Interviewed, the man, who appeared docile but with fiery eyes, stated that he acted in self-defence. He said a stevedore passenger, whose name he did not remember, attempted to stab him with a knife. He blocked the blow with his right hand. To support this statement, he exhibited his hand, which was cut.

A Silent Spell.
Then he lapsed into a silent spell and refused to go on further with his story. At about 7 o'clock last evening, he was given his meal. Considerable time was spent by detectives trying to make him eat. He inspected the food carefully, appearing to fear he was going to be poisoned. It was only after he had been assured that he ate reluctantly. The man will be sent to the Insular Psychopathic Hospital for observation.

The stevedore quarters of the palatial Canadian Pacific liner, with 57 Filipinos and 18 Chinese, was thrown into considerable excitement during the assault. Women and children screamed and in the mad scramble for cover, some sustained slight injuries.

Pablo Aronas was the first to be assaulted. The wild man got hold of Aronas by the neck and continued pounding on his head with the iron wrench until he dropped unconscious. Alfredo de la Cruz went to the victim's rescue and he also was overpowered. Ten men jumped on Astero to save the life of De la Cruz but all their efforts proved fruitless. Astero got a good firm grip on De la Cruz and continued to hit him with the wrench.

Two Still Unconscious.
Alejandro Aluyen and Roberto Fajar were two of the other Filipino labourers who were attempting to rescue Aronas and De la Cruz,

who were taken by the ambulance of the Philippine General Hospital called by Detective Scott. At a late hour last night, the two were still unconscious.

This is the third time this year that a stevedore passenger has run amok on an *Empress* ship. In the two earlier cases, on the *Empress of Russia* and the *Empress of Canada*, respectively, Filipinos were concerned, and both cases resulted in deaths.

The two Filipinos, Correa and Elias, were tried at the Assize here, found to be insane, and sent to the Mental Hospital.

THE HOUSE AT WORK

NATIONAL ECONOMY
BILL.

CABINET MEETS
RESOLUTION PASSED
BY 93 VOTES.

Rugby, Yesterday.
The House of Commons to-day was occupied with the question of procedure.

Premier Introduces Bill.
The Prime Minister, Mr. Ramsay MacDonald introduced the National Economy Bill to authorise the making of Orders in Council for the purpose of effecting economies. The Bill was read for the first time.

The second reading will be taken on Friday. The object of the Bill is to enable Government to bring into effect, with a minimum of delay, the economy measures which the Chancellor of the Exchequer, Mr. Philip Snowden, will announce, together with his taxation proposals when he opens the Supplementary Budget in the House of Commons to-morrow afternoon.

Baldwin's Resolution.
Mr. Baldwin, as Leader of the House, then moved a resolution providing for the Government to take all the time of the House for the rest of the session, and for the disposal of the necessary Budget resolutions in a Committee of ways and means by midnight to-morrow.

Labour Opposition.
Mr. Lees Smith, former Minister of Education, opposed the resolution which, however, was carried first by 398 votes to 216, and second without a division.

The Cabinet in meeting this morning gave final consideration to the Budget proposals. — British Wireless Service.

Surmounting a Difficulty.

London, Yesterday.
Politicians have been puzzled hitherto to know how the Government proposed to pass the economy measures in time to be effective in the present financial year, in view of the inevitable delay necessary in passing the ordinary Bill as well as the organised obstruction to be expected from the Labourites. The method was divulged when the National Economy Bill was presented by Mr. MacDonald in the House of Commons to-day, enabling the Government to effect certain economies by Orders-in-Council, which are decrees not requiring Parliamentary sanction.

The Labourites are opposing this strenuously. — Reuter.

RESTORED TO FAVOUR.

Nanking, Yesterday.
The Rengo New Agency, having through its manager, Mr. Inosuke Furuno, expressed regrets at certain news reports sent by some of their correspondents in China, the Waichiaopu has agreed to accept such regrets and arrange the restoration of facilities and courtesies accorded the Rengo. — Shinonews Agency.

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ANOTHER ROUND TABLER.

New Member of British
Delegation.

MAJOR W. ELLIOT.

Rugby, Yesterday.
Major Walter Elliot, Financial Secretary to the Treasury, has been added to the British Delegation to the Indian Round Table Conference, and will be a Member of the Federal Structure Committee. — British Wireless Service.

WATER POLICEMAN IN TROUBLE.

Going Off with A
Barber's Coat.

Mr. Calthrop appeared for the prosecution in the case against Au Yuk-fai who was charged in the Kowloon Police Court this morning with the theft of a jacket from No. 56, Temple Street, and with misconducting himself as a Police Officer.

It was stated that defendant went to No. 56, Temple Street for a shave, and was noticed by the barber to be searching the pockets of a jacket.

Upon looking a second time, the barber noticed his own jacket had disappeared, also the defendant. Complainant gave chase and caught up with defendant who was wearing the jacket.

Several witnesses who were present when defendant was arrested said he asked for a shave and admitted the theft.

Making a statement this morning defendant claimed the jacket as his own and strongly denied the accusations.

Mr. Calthrop said defendant was a seaman in the Water Police and his record was quite a good one.

Fourteen days' imprisonment on the first charge and six weeks on the second was imposed.

IS HE MAD?

Struggle with a
Passenger.

REMOVED IN STRAIT JACKET.

On the arrival of the R.M.S. *Empress of Japan* from Manila yesterday morning, a Chinese stevedore passenger named Yeung Tsoi (31) was removed from the ship and taken to the Mental Hospital for observation as he is believed to be insane.

It is understood that Yeung behaved in a queer manner during the voyage and eventually gave a certain amount of trouble, as the result of which he was placed under restraint for the rest of the voyage.

Yeung was removed at about 11 o'clock yesterday morning in a strait jacket and strapped to a stretcher and appeared to be in a fighting mood, shouting and struggling. He was placed in a motor ambulance on arrival at Hong Kong and driven to the Mental Hospital.

RAMSAY'S BIRTHDAY

Scots to Hold a Dinner
in London.

NON-POLITICAL.

Rugby, Yesterday.
Arrangements have been made for a complimentary dinner of a non-political character to be given by Scots to Mr. MacDonald in London on October 12, his birthday.

Many Scottish Associations in London are represented on the organising Committee which has the support of Scots eminent in literature, art, law and commerce.

Lord Elgin will preside. — British Wireless Service.

MOTORISTS THIS IS YOUR PAGE

ADJUSTMENT EASE.

Feature of Ford Cars.

Keeping a car in first class condition is much easier to-day than it was even a few years ago and consequently the pleasure of motoring has been increased while the cost of maintenance has been reduced.

In the days when "Get Out and Get Under" was a popular song, the motorist had to be something of a mechanic for service stations were few and mechanical parts were complicated. Adjusting a carburettor requires skill and a kit of tools and changing a tyre was hard work.

To-day, however, engineering skill has so simplified parts that in a car like the Ford, adjustments may be made by anyone in a few minutes. Every part of the Ford has been designed with the utmost simplicity.

The mixture in the carburettor, for instance, is controlled by a knob on the dash. Without leaving the seat, the driver can enrich the mixture or thin it for long driving by a simple turn of the knob.

Houdaille shock absorbers can be regulated by the turn of a needle valve on each—the work of a few minutes for the entire car. Changing a tyre on the drop centre rim is quite simple compared with what the job required a few years ago.

Even such things as filling the radiator and attending to the battery have been made simpler. The threaded radiator cap that had to

be screwed on and off has given way to one that locks with a twist of the wrists. Instead of lifting up the floor board to get to the battery, one has but to remove a small plate in the floor.

The adjustable driver's seat was a great convenience when it was first introduced, but some of the adjustment devices were a bit difficult for the woman driver to operate. Now, however, the seat adjustment has been so simplified in the closed model Fords, such as the coupe, town sedan, etc., that one can regulate it with the ease of winding a clock. The adjustment is made by turning an inconspicuous knob in front of the seat and this can be done without the driver leaving the car.

A PIONEER IN JAMAICA.

A Morris Minor S.V. two-seater driven by Mr. C. Cover, of Messrs. R. Ehrenstein & Co., Ltd., Morris Distributors for Jamaica, is the first car to negotiate the steep and dangerous "road" from Kingston via the Guava Ridge to Flamstead Guest House.

This route, which is nothing more than a bridle track with an appalling surface and many hair-pin bends, was climbed by the S.V. Minor without the slightest hesitation. On arrival at Flamstead, the Governor's small daughter was taken for a demonstration trip.

"Don't wait to build roads before getting your Minor," advertise the Distributors. "Providing you have a bridle track five feet wide, the Morris Minor will get you there."

SOUTH AFRICA.

Likes the Humber Snipe.

From a South African correspondent come some interesting impressions of the Humber Snipe. At the outset he declares: "This type of powerful car is one which this country has been wanting to sample all along, and is almost bound to convert the belief of some in the Union that Great Britain does not make top gear cars suitable for heavy going. Cars like the Humber Snipe," he continues, "are going to get Britain smack-into markets like ours."

Describing a run to Leach's Bay—"an easy run for any car," as he puts it, "but consisting of a good test for both springing and riding qualities"—he reports that, on the straight stretch running into the Bay, the Snipe "clocked 67 m.p.h., holding the road surface as though the speed was 40 m.p.h." The hills on this road were "mere bread crumbs to the Snipe, to be gobbled in her stride."

He was immensely impressed with the four-speed gear-box and declared that "the silent third is the silkiest and quietest indirect ratio I have ever heard in operation." He concludes by saying "One can hardly speak too enthusiastically about the Snipe. It is a car built on the quality-plan that has always been a British motor manufacturer's ideal, having all the power and top gear ability that South African drivers look for in good cars."

MINUTE SAVED.

Speed That Saves Life.

A minute saved may mean a life saved. Doctors know this so well that they make heroic sacrifices themselves in order to save time when they are urgently needed. Time-saving methods are applied to humanitarian services no less than to manufacture and commerce. Scientific progress is responsible for saving many thousands of cases formerly lost.

Aiding science in this great work is the automobile, says Mr. A. F. Bassett, managing director of General Motors Export Company. Some-one is injured, and an automobile ambulance is on the spot in a moment. A gas jet is left open and an emergency car, equipped with a pulmotor, speeds to the scene. Power companies, street cars systems, and telephone plants maintain automobile emergency equipment. Last, but not least, there is the family doctor, whose car stands ready night and day to serve the sick.

In the old days, when telephones were few and doctors depended upon the horse and buggy, it took a long time to answer a call and a patient could pass away before he arrived. To-day an automobile brings him instantly. Even the character of professional service has changed, it is noted, as formerly specialists could usually be had only in the large cities. Now the specialist can step into a car and answer a call anywhere.

According to the records of the Buick Motor Company, approximately 6,000 persons in the medical professions buy Buick cars every year.

"With the quick starting permitted by the Buick valve-in-head engine and the oil temperature regulator that warms the oil in cold weather as well as cooling it in warm weather; the self-energizing four-wheel brakes that stop the car quickly and gently, and its easy steering qualities, Buick is the ideal car for a busy physician," Mr. Bassett concludes.

A GOVERNOR-GENERAL'S CHOICE

The Humber Pullman Limousine recently supplied to H.E. Sir Isaacs, Isaacs, P.C., K.C.M.G., Governor-General of Australia, was fitted with bodywork built by Messrs. Martin J. King, of Armadale, Victoria, who are recognised as being the best and most exclusive of Australian coach-builders. The body is a six-light limousine, seven passenger, and is lacquered in ultramarine blue with gold line and black top. Dove grey upholstery hide completes an attractive colour scheme.

The interior is particularly well equipped with dictaphone, smoker's and ladies' companions, etc., while to provide against sun glare adjustable smoked glass visors are fitted to the inside of the windscreen. The chassis was supplied by Overseas Motors, Ltd., Humber distributors in Melbourne.

WOMAN DRIVER'S FEAT.

To the numerous instances already recorded of women driving cars for distances and under conditions which would appal many a mere man must be added the following: leaving Highgate, London, at 4 a.m., and stopping only for breakfast (half hour), lunch (one hour), tea (half hour) and for petrol, over two hours in all—Aberdeen was reached at 7.30 p.m. The actual driving time was 13 hours and the distance on the speedometer was 553 miles. For the first 235 miles there was heavy rain, and over the Cumberland hills a "snowstorm" was encountered. The car, a 16/50 Humber, contained four passengers.

NEW DISTRIBUTORS.

Motors, Ltd., of Adelaide, and Messrs. Lane Motors (Pty.), Ltd., of Melbourne, have been appointed Morris Distributors for the territories of South Australia and Victoria respectively.

A BREATHING SPACE

Position of British Motors.

The proposal of President Hoover for the institution of a period free from the question of debt repayment and the extension of this by Great Britain to the Dominions and Colonies must undoubtedly infuse a somewhat weary world with a spark of enthusiasm, and whether or not the outcome be a general cancellation of war debts, those engaged in the struggle to keep industry functioning in a period of unparalleled world trade depression will see in the proposal at present put forward that spur which will lead them to further endeavour.

The British motor industry has consistently maintained that with a return to more general conditions the night which it has made since the end of the war to secure for itself a position of pre-eminence in the motor markets of the world would be found to have been successful, the evidence of which has surely been in the fact that, almost alone amongst the important exporting industries of the world, it has virtually maintained its position.

It is always unwise to indulge in prophecy, and in its outlook for the future the industry has found abundant evidence to justify its expectations in the reports which have been received from all world

markets as compared with such reports of a few years ago. Then the British Motor Manufacturer found himself, in some cases, almost out of the picture; on every hand he was assailed with the criticism, often unwarranted, but none the less damaging, that his vehicles were unsuited for Overseas conditions; whilst responsible and adequate representation was difficult, and in some cases, impossible to secure for British-made vehicles. The last three years have seen a complete change in conditions. Manufacturers have made individual and collective efforts to secure an expanding export field; from all markets have come reports of the effective and economical service being rendered by British Motor Vehicles, and of their ability to function satisfactorily under any and every sort of road condition; with distributors anxious to secure British representation. The present economic conditions in every market have naturally adversely affected British Vehicle Exports, but even so the general position has virtually been maintained indicating that, with the entry of British Vehicles in markets that were formerly practically closed to them, a return to normal conditions will clearly prove the British Export position to be more stabilised than at any former period.

Economic transportation is a world essential, the British Motor Vehicle is recognised as the ready means of securing this, and with the lifting of the clouds of trade depression the British Manufacturer confidently looks forward to securing the reward of his post-war struggle to place his industry in the forefront of the world's markets.

BIG ORDER.

Secured for Ford Motor Chassis.

The United States Post Office Department has placed an order with the Washington branch of the Ford Motor Company for 1,500 motor truck chassis, of which 500 will be of three-quarter ton carrying capacity and 1,000 of one and one-half ton carrying capacity. The purchase of motor equipment was the largest made by a government department since the war. With this order Ford sales to the Post Office Department during recent years reached a total of 2,900 units.

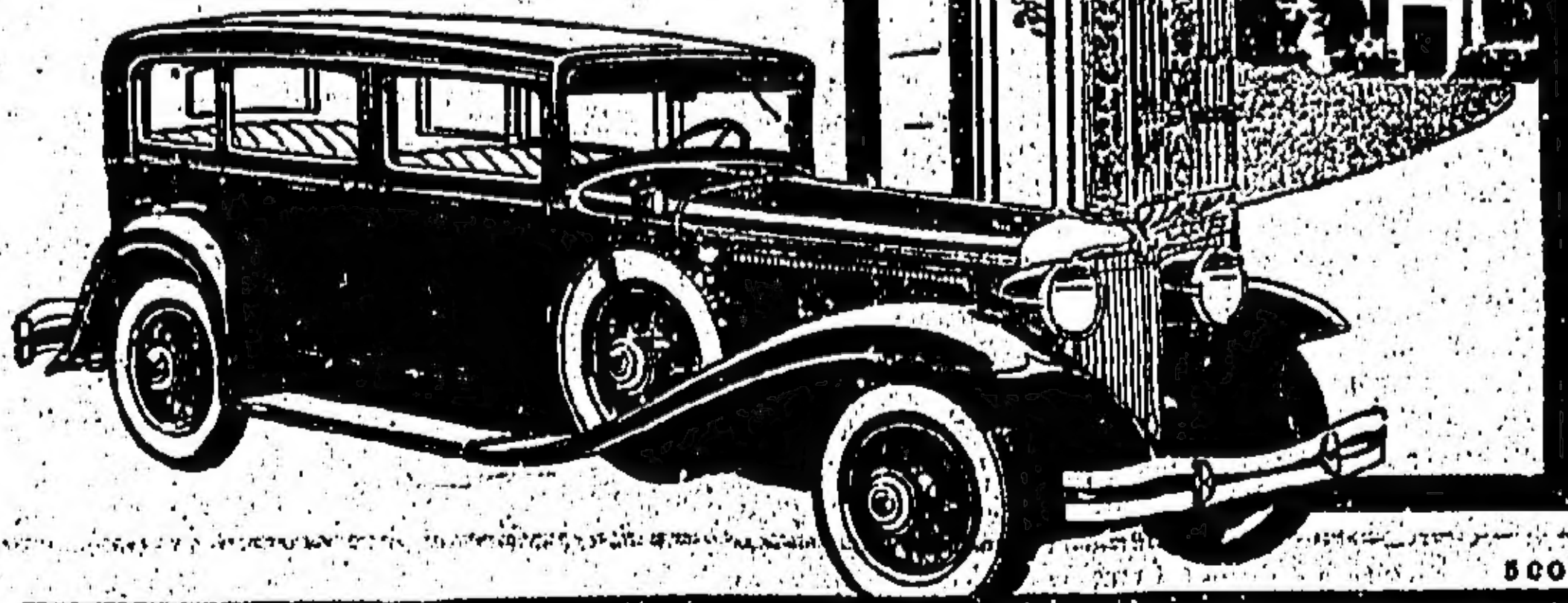
The purchase marks another step in the department's programme of building up its fleet of several thousand trucks, and also to replace some of the surplus trucks turned over to the Post Office Department by the Army at the close of the war. Deliveries are to start immediately and continue as rapidly as the bodies contracted for are ready for installation. The completed trucks will then be distributed to some 60 cities throughout the United States. The order was placed with the Ford company after an exhaustive test conducted by the Department with the co-operation of the Bureau of Standards. The tests were under the supervision of W. A. Jacobs, automotive engineer of the Bureau of Standards, and Wm. Wolma of Chicago and Morris Carrier of Brooklyn, motor vehicle engineers of the Post Office Department.

THE NEW CHRYSLER SIX

STYLED LIKE THE CHRYSLER EIGHT

A PLEASURE TO OWN

You'll be proud of a New Chrysler Six anywhere. You'll enjoy driving it. Your friends will enjoy riding in it. And best of all, besides being a car of outstanding smartness and performance, it is a car of real economy in both first cost and maintenance. There is no mistaking its performance for anything else but Chrysler performance. Its abundant power is Chrysler power—smooth and delightful. Its speed is Chrysler speed. Its pick-up is Chrysler pick-up. The New Chrysler Six is styled like the smart Chrysler Eight. The wheelbase measures 116 inches. A heavy double-drop frame creates a very low center of gravity that means better balance and greater safety, and without sacrifice of head-room or road clearance. It has a 70-horsepower engine. Closed bodies are of solid steel construction. Quick, easy control at all speeds is assured by self-equalizing internal-expanding hydraulic brakes. Luxury and economy—a great combination. Drive a Chrysler Six and make comparisons. Apply your ideas of value to Chrysler and see how Chrysler leads in value.



THE NATIONAL MOTOR CAR CO.
CARS ARE NOW ON DISPLAY AT
33, DES VOEUX ROAD CENTRAL.

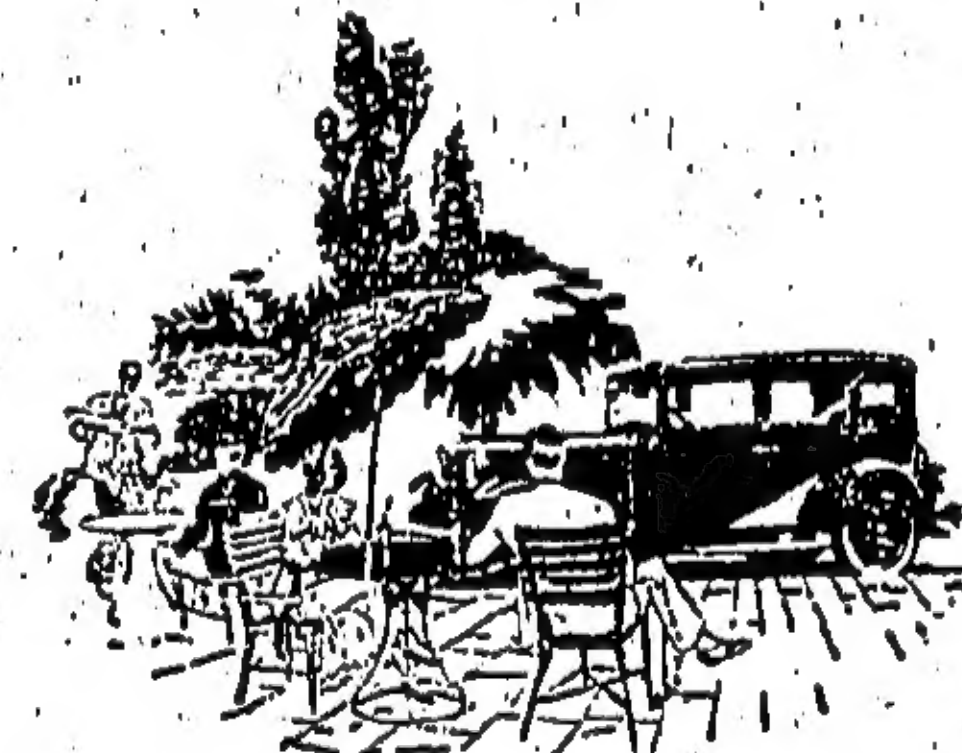
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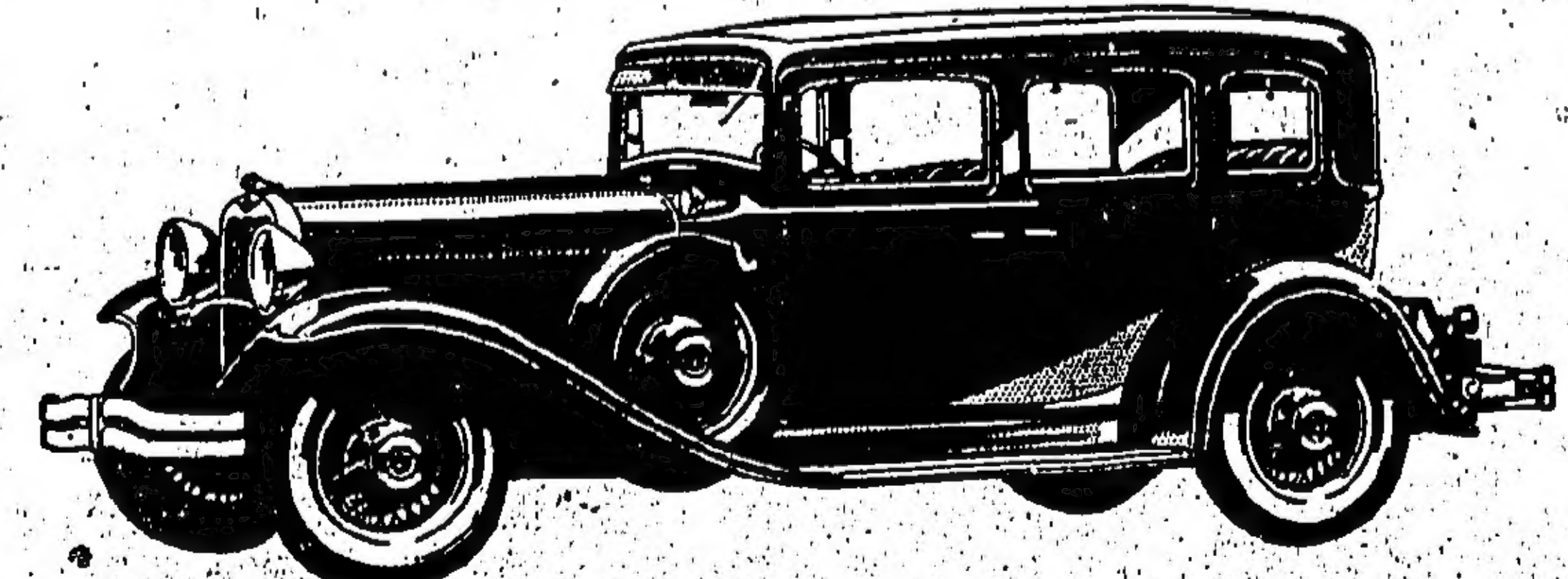
Beautiful Cars

GOOD CARS • •

BUILT TO LAST A LONG, LONG TIME



Advancing Traditional Excellence
LONGER WHEELBASES give gracious riding comfort and smart, fleet appearance—DOUBLE-DROP FRAME, box-type, provides low-swinging grace and great strength of chassis—ADVANCED PERFORMANCE from engines of greater power and greater efficiency—MONO-PIECE STEEL BODIES, insulated, jointless and squeakless, extremely strong; with exceptional upholstery and other fine appointments—INTERNAL-EXPANDING HYDRAULIC BRAKES, weatherproof, positive, self-equalizing.



DODGE BROTHERS

SIX AND EIGHT

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644

Tel. 25644

CARS THAT FLY.

Aviator and Free Wheeling.

Among the experts who have welcomed with enthusiasm the principle of free wheeling which Hupmobile has adopted for all its models, the name of Emory Bronte, well-known American aviator, deserves being mentioned.

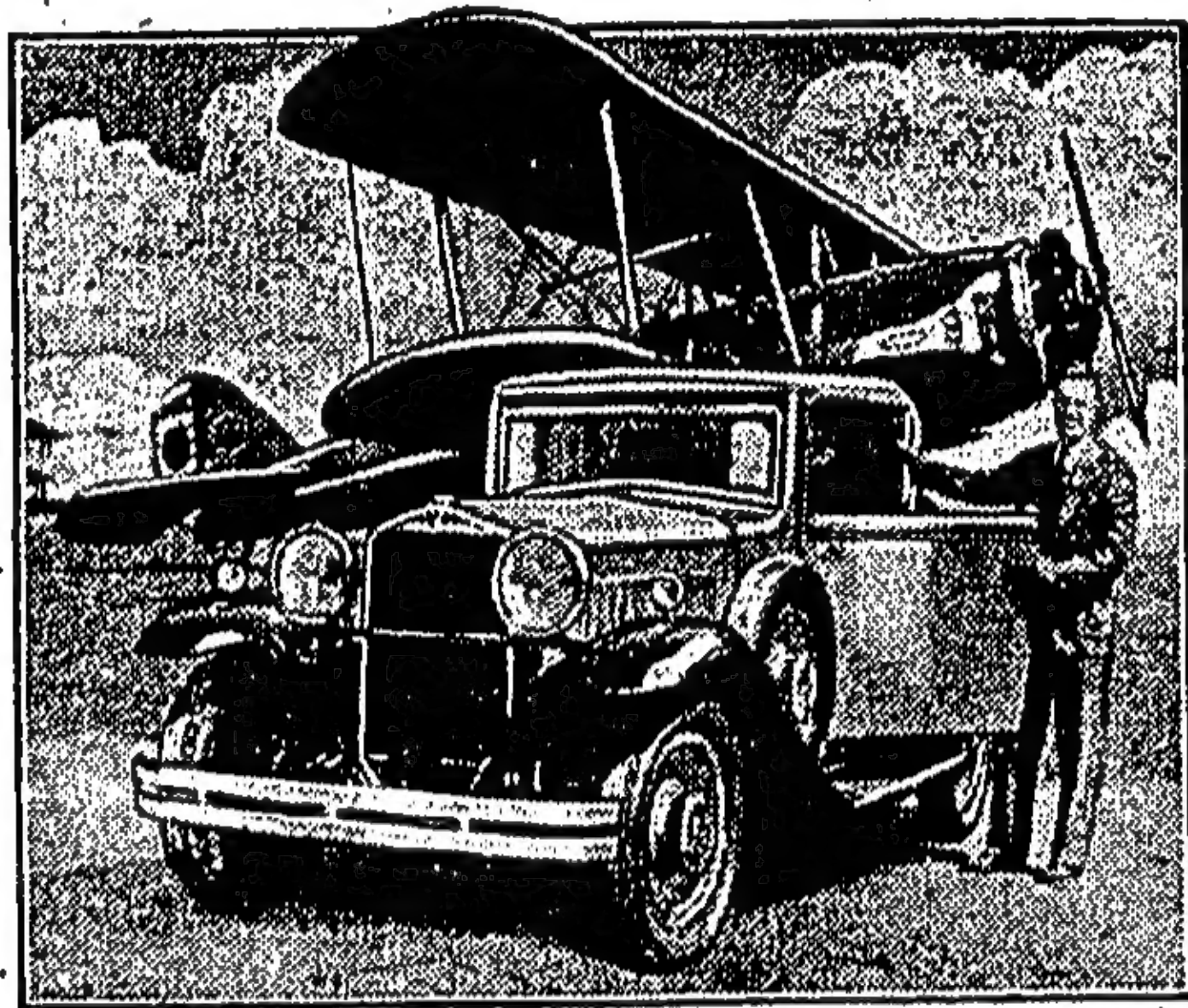
Bronte—who owns a powerful 100 H.P. Hupmobile 8—was the first civilian pilot to fly from California to Hawaii, and is at present the manager of the aviation department of a famous American oil company. His opinion, therefore, is worth being taken into consideration, more so since he has just put his Hupmobile under the most strenuous tests one can imagine.

"There is nothing that has contributed more to safety in driving than free-wheeling," says Bronte, adding: "There is no more guessing in shifting and the driver does not even have to use the clutch. One only has to touch the gear lever to shift from second to high, for instance, without losing speed."

The American pilot further states: "The Hupmobile free-wheeling principle affords the same feeling as an aeroplane which finding an obstacle while about to land, rises again to safety with the slightest touch of the stick."

If one bears in mind that besides the advantages mentioned by Bronte, free-wheeling represents a saving in gas which amounts to 15 to 18 per cent. while at the same time greater distances are covered in less time, it is easy to understand why the above-mentioned pilot ends his statement as follows: "Free-wheeling in my opinion, is the greatest development that has been introduced in the automotive field. To realise that, one only has to try a Hupmobile in heavy traffic—the car seems to fly and the driver never felt safer!"

A wobbly rim is sometimes mistaken for a loose wheel. Inspect the rims first, and if they are found to be out of line, loosen the lugs and take them up again giving each a turn in succession to equalise the alignment.



BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILE.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56223.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg., Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

MOTORING HINTS.

A cracked windshield may be the penalty for driving too close behind a fast car should the left rear tyre of the car, ahead, toss up a stone.

If the ammeter does not register "charge" when the engine is running at normal speed, consult the repair man immediately.

Discoloured celluloid window lights can be cleaned with alcohol.

Why not hoot in accordance with the kind of vehicle to be passed—long blasts for motor trucks, short toots for drivers who merely need a friendly warning, and a biting blast for those who seem to be road hogs?

Even in warm weather it will pay to let the engine get up to a good working temperature before starting off, especially if heavy oil is being used for high-speed driving.

A car should not be operated more than 3,000 miles without having the valves inspected. When valves are neglected for a long period, they become so badly pitted that the laborious job of re-grinding them takes many times as long as it should.

Linseed oil is good for loose wooden wheels, followed by a coat of paint. The oil is much better than water to swell the wood.

The most common causes of spark plug trouble are: Points spaced too far apart, points too close together, points covered with soot, a cracked porcelain, a defective spark plug gasket, or leaky threads in the shell.

When the gears of the electric starter become stuck, turn off the ignition switch, put in high gear, and then gently rock the car backward and forward. This will release the starting motor gear from the fly wheel gear, and the starter will then turn the engine easily.

When a spring becomes broken, a block of wood can be substituted for an emergency period. Jack up the body until it is the height at which the spring should hold it, then place a block of wood of the proper size between the axle and the frame. Fasten this in place with a wire or rope, and drive carefully.

The radiator hose connections in the water system of the engine should be frequently inspected. Often these hose connections look fair on the outside, but they are bad on the inside. When the walls of the hose become decayed, they have a tendency to swell and close, thereby preventing proper circulation.

If the engine shows too great a tendency to overheat, the radiator is probably clogged, and should be cleaned thoroughly with hot water and washing soda.

When a loose bolt or nut is found in the drip-pan, it is wise immediately to learn where it belongs and reseat it.

You should never drive with one foot on the clutch pedal. The clutch is in this way partly released, causing instant and constant slipping, and the car will lack speed. To overcome this the driver feeds more petrol, causing the engine to overheat and also wasting petrol.

Rear tyres, because of tractive and brake strain, wear more rapidly than front ones. The left rear tyre is subjected to more strain than the right because it is lower on the crown of the road, if not in the rough at the side as other cars are passed. Careful drivers change back tyres for front, and frequently left tyres for right. Thus the mileage of the tyre is increased.

NEW "ROAD UP" SIGN.

The Automobile Association at Home has introduced a new A.A. sign to warn motorists of road excavations in connection with the laying of gas and water mains, electric cables, etc.

The lack of uniformity signs at present used has been a source of considerable confusion to road users, whilst, in many cases, the notices have been too close to the obstructions.

In size, shape and colouring (the familiar yellow and bronze blue), the new A.A. sign is similar to the "School," "Cross Roads," and other warning signs, and the wording "Road Up" is brief but explicit.

BRITISH CAR.

Gives Satisfaction in Bechuanaland.

The Resident Commissioner in Bechuanaland, in a Report to the Crown Agents to the Colonies makes appreciative observations on the 20/50 six-cylinder Armstrong Siddeley car with which he was supplied last year. He states:—

I have delayed doing so until the car had been thoroughly tested in every conceivable way. Now, however, I am happy to be able to say that after running nearly 9,000 miles over every species of incredibly difficult country, including thick bush and deep soft sand, the car has given complete satisfaction in every way and we are more than pleased with it.

The car has been "through" the most difficult parts of the Territory; it negotiated the sand dunes and mopane forests of Ngamiland in the north last year, while our most recent trip was through a section of the Kalahari in the South-west, a country popularly but erroneously described as a desert, really a magnificent grazing country covered for the most part with long grass and thick bush.

Here the car had to plough through deep, thick, soft sand (a terror to many cars) push through and over thick bush (thorn and other) which sometimes reached to above the top of the hood, and bump over appallingly rough ground. Owing to lack of water on the route we had to travel during the Spring season, our Summer, when the heat added to our difficulties, really a bush was of course at its densest.

I really did not know which to admire the most; the power of the engine which, in spite of the heat enabled us to get through the worst sand where others stuck; the strength of the springs and construction which resisted the worst shocks without danger though others broke axles; the quality of the enamel which though scratched in every direction by thick bushes beating against it for miles came out in wonderful condition after a few days polishing when we got home; or the tyre (Dunlop Reinforced Balloon Port 31 by 5.25) which came through without a single puncture. Altogether a great tribute to British workmanship and design.

The variety of the going may be guessed from the facts that whereas our average mileage on some days was only six per hour, on one day we were doing nearly 60 miles an hour across one of the great "pans" that are such a distinctive feature of the country.

I have no hesitation in saying that I regard this car as admirably suited for this country, and with one or two minor adjustments to suit the climate and other peculiarities of South Africa and its roads, it need fear no competitor.

BENTLEY MOTORS LTD.

Merger With Napier's?

When on July 10 Mr. Justice Bennett in the Chancery Court appointed a receiver and manager for Bentley Motors Ltd., it was understood that prospects of an early reconstruction of the famous firm were not unhelpful.

One possibility now being examined is a merger with the firm of D. Napier and Son Ltd., of Acton. Before the War and up to a few years after the Armistice Napier cars were as renowned on road and track as Bentleys have been recently; since about 1922 Messrs. Napier have devoted their activities mainly to the construction of aero engines.

The firm has been approached on behalf of the receiver for Bentleys, Mr. Roper Frere, and his proposals will shortly be considered.

SUCCESS IN HONG KONG.

The transport manager of a well-known Hong Kong firm, recently visited the Glasgow works of Albion Motors, Ltd. He spoke in glowing terms of the results obtained from the fleet of Albions, of which he is in charge, and was particularly enthusiastic in his praise of a 30/35 cwt. model purchased a year ago. He had just seen a further machine of the same type landed before he left for Scotland on leave.



"Look at that new Buick pulling so easily through this deep sticky mud."

"Yes—it must be a pleasure to own a car like that—to travel anywhere—with no fear of getting in trouble."

GET behind the wheel of the new Buick Eight to-day. Head out on a road where you can open the throttle—or over routes where drivers of other cars, no matter how costly, will not venture! Then you'll understand the reason for the confidence motor car buyers have in Buick—why thousands of dollars worth of Buicks were sold—before the car was ready!

Buick with its tremendous horse-power, valve-in-head, eight-in-a-line motor, new synchro-mesh transmission, and its 37 other major features and improvements gives you a thrill absolutely new to your motoring experience.

We have a car ready to give you a free demonstration.

114" Wheelbase Buick ModelsH.K.\$6,955 to H.K.\$7,525
118" Wheelbase Buick ModelsH.K.\$8,275 to H.K.\$8,775
124" Wheelbase Buick ModelsH.K.\$9,820 to H.K.\$9,980
132" Wheelbase Buick ModelsH.K.\$9,820 to H.K.\$12,295

The
BUICK 8
The Eight with
Buick's Prestige

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30223.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

TEST COURSE.

In Cape Colony with a Morris.

The motoring correspondent of the Cape Argus, invited to test an S.V. Minor by Messrs. Johnson Motor Co., Ltd., Morris Distributors for Cape Colony, recorded his impressions as follows:—

"I drove through Cape Town, and then over a test course, in the side-valve Morris Minor, the new car that Sir William Morris promised us when he was here last year. It is the cheapest little car in South Africa. Let me tell you how it runs.

"I was prepared for a few little disappointments as I snuggled into the driver's seat and set out down Burg Street....

"I pulled up sharply behind a roving horse-cart. The little Morris's four-wheel brakes were smooth. The tyres are smaller than those on the Morris Minor, but the gripping surface is ample for a car in or about the 1,000 lb. class. The gears are small but of standard pattern. I slipped from low to second and from there to top within 40 yards, in which distance the car had to do a sharp turn to the left. We made our way through the Malay quarter to the foot of the steepest hill in Central Cape Town—the upper stretch of Longmarket Street....

Easy Changing.

"As I approached the hill I changed from top to second and down to third (an unmechanical woman could change down in this car even though she failed in a luxury limousine). The car continued up the one-in-six slope. At the steepest part of the incline—a point so high above the town that one looks down to the flat roofs of the eight-story buildings and away to Woodstock and to Milnerton—I stopped.

"And then, on this nasty incline, I started again. That was a hard thing for any little car to do. I expected her to kick and to splutter, but she did not. She shoulder-

ed her burden and took me to the top of the worst section of road available for test in town.

"Then I spun away to Napier Street with a higher opinion of the little side-valve engine than I had expected to have....

"Napier Street, which one reaches via the High Level Road to Sea Point, runs down a hill which would send a driver's heart to his mouth if he were not certain that his brakes were perfect. But I felt that Sir William's guarantee protected me as I approached the incline. The earth fell away under the car's front wheels. I took the plunge and found that I could check the car at several points down the hill without fear of sliding or of the wheels failing to lock with the foot brake alone.

A Thoroughbred.

"Now for the most strenuous test—across the broad, pot-holed face of Green Point Common at 20 miles an hour.

"I should lose my reputation for veracity if I said the Morris S.V. travelled over the jarring unevennesses like a \$1,000 limousine. She did not. It was a nasty test for her; but she took it like a thoroughbred. I did not have to slow down, turn and draw back to the road. The willing little fellow went at it cheerfully and won over without any suggestion that 20 miles of this would not be to its liking.

"When I returned to the show-rooms in Burg Street I had utterly failed to find any little disappointments."

"A Top-Gear Car."

"The Morris Minor S.V.," says the Natal Advertiser, "is a real surprise. There is plenty of leg room, plenty of side room and plenty of performance. Once in the car one forgets that one is in a 'baby'."

"Getting away from the catalogue and coming to the actual performance on Natal roads, the S.V. takes Berea Road on top easily. She will also take Mayville on top. Run in, the S.V. should be what is known as a top-gear car."

"She has an easy cruising speed of 35 to 40 miles an hour with all the comfort of a big car."

RUSTLESS STEEL.

Demonstrated in Ford Sport Coupe.

The ability of rustless steel to retain its lustre under the most trying weather conditions is demonstrated in a Ford Sport Coupe operated by the United States Coast Guard in Florida.

The car was purchased last March. Since then it has been exposed to salt water climatic conditions for fifteen to sixteen hours a day. When photographed recently the car was literally covered with beach sand which had been allowed to remain so long that it had begun to eat into the lacquer and was difficult to brush off.

The rustless steel, of which exposed metal parts of the Ford are made, was covered with sand. But it was easily polished off and the rustless steel became as bright and clean as when it was new. This was possible because the qualities which give rustless steel its lustre extend all the way through the metal.

A MOTORIST'S QUEER MUSEUM.

In a little room, off Piccadilly, is a very queer museum. The exhibits include a crumpled horn (cow) and a crumpled horn (deer), stuffed pheasants, partridge, a duck from Regents Park and a swan, horse-shoes, stones and a selection of golf balls.

The "curator" of the museum is Mr. Reginald Delpech, Sales Director of Triplex Safety Glass, Ltd., and the exhibits are objects which have crashed into the wind-screens of motor-cars, and have been sent by grateful owners who might have been seriously injured if ordinary glass had been fitted to their cars. Mr. Delpech is proud of his museum.

KING'S THEATRE

HONGKONG'S FINEST CINEMA

THE MOST COMFORTABLE AND THE
ONLY AIR-COOLED THEATRE IN HONG KONG.

TWO DAYS ONLY AT 2.30, 5.10, 7.15, & 9.30 p.m.

IT'S
NUTTY
BUT
IT'S
NICE!

Hubb
Goldberg's
SOUP
TO
NUTS



TED
HEALY
and his
merry
Racketeers
Frances
McCoy
Stanley
Smith
Charles
Winnager
directed by
BENJAMIN
STOLOFF.



FOX
PICTURE

NEXT CHANGE

COMMENCING SATURDAY 12th SEPT.



EL
BRENDL
and
FIFI DORSEY
in
Mr. Lemon of
Orange

What's all the
shootin' for?

BOOKING AT THE THEATRE.

TEL. 25313.

CURRENT SPORTING GOSSIP

SANDWICH WINS ST. LEGER.

CRY OF AMAZEMENT FROM HUGE CROWD.

"CAMERONIAN'S BEATEN!"

Sandwich Takes Lead
Furlong from Home.

LORD ROSEBERY'S FIRST.

London, Yesterday.

The result of the St. Leger, the
last racing classic of the season,
which was run at Doncaster to-
day was as follows:—

Sandwich (Harry Wragg) 1
Orpen (Joe Childs) 2
Sir Andrew (Pat Beasley) 3
Also ran:— Birthday Book
(Lane), Cameronian (Fox), Con-
voy (Gordon Richards), Goyescas
(Elliott), Inglesant (Jones), Khol-
heed (Beary), Salaam (Weston).
Won by four lengths, with one
length between second and third.
Favourite Last!
Echoing over town and moor

arose a cry of amazement from
the assembled thousands. "Cam-
eronian's beaten!" The vast
crowd had only come to see one
horse, on which they risked every
cent, with only a saving bet out-
side, but the last classic of the
season provided a sensational up-
set and yielded the bookmakers a
rich harvest. Mr. Dewar's Derby
winner faded out of the picture
two furlongs from home, and
struggled home last, being further
humiliated by the fact that two
other Derby placed horses fought
out the duel victory.

Only a furlong from home Sand-
wich closed in and offered a strong
challenge and drew away, winning
easily, thus reversing its Derby
placing with Orpen. Convoy was
fourth.

The time was 3 mins. 11.1/5 secs.
Lord Rosebery thus registered
his first classic victory. The late
Lord Rosebery only won once, in
1895.

Betting was:—
9/1 Sandwich.
11/2 Orpen.
20/1 Sir Andrew.

Special place betting was:—

4/5 Orpen,
7/4 Sandwich,
2/1 Goyescas,
and the others proportionate.
—Reuter.

Opportunity Lost.

The question which everyone was
asking yesterday was whether
Cameronian could complete the
treble by following up its two vic-
tories in the Two Thousand Guineas
and in the Derby by winning the
Doncaster classic. Mr. Dewar's
colt, however, proved a sad dis-
appointment to its many backers.

The last occasion upon which a
classic treble was accomplished by
a colt was in 1903. Rock Sand in
that year won the Two Thousand
Guineas, the Derby, and the St.
Leger. In the year before, how-
ever, Sceptre, the wonder filly, won
all five classics, an achievement
which had never before been pre-
cedented.

Cameronian certainly allowed a
splendid opportunity of joining the
the select band go a begging.

WILL KID BERG HAVE REVENGE?

CAREER'S FUTURE DEPENDENT.

Title Match Arranged
with Canzoneri.

SEPTEMBER 14.

Paris, August 13.

A world light-weight title fight
between Kid Berg, of Steppney, and
the champion, Tony Canzoneri,
was definitely arranged this morn-
ing.

The bout, which will take place
at the White City on September 14,
will be over six rounds. The
terms agreed to are £12,000 for
Canzoneri and 12½ per cent. of
the gate for Berg.

Arrangements for the fight were
concluded after a long-distance
telephone conversation between
Mr. Jeff Dickson, the promoter,
and Canzoneri's manager. One
of the difficulties which had to be
surmounted was the fact that Can-
zoneri had a contract with the
Madison Square Garden authori-
ties.

Paris, August 14.

Tony Canzoneri, the world's
light-weight champion, will sail
for England at the beginning of
next month to prepare for his title
fight with Kid Berg at the White
City, London, which has been ar-
ranged by Mr. Jeff Dickson.

London, August 15.

No conceivable match between
men of any weight holds out a
prospect more fascinating, espe-
cially to an English, and pri-
marily a London, public than this.
For Berg it means the opportunity
to avenge the defeat he suffered
at the hands of Canzoneri in Chi-
cago in April, when after an
amazing career in America, dur-
ing which he met and defeated
every man of his weight, includ-
ing Canzoneri himself, he was
knocked out in a fight for the
world's light-weight title in three
rounds.

There is no doubt that Berg was
overwrought, both mentally and
physically, when he went into that
contest. He had fought every
week or so with few periods of
rest, and he trained so fiercely
that his vitality was sapped.

Canzoneri, of Italian descent,
but born 25 years ago at New Or-
leans, Louisiana, is one of the most
destructive fighters of the day.
Like Berg, he carries the fight un-
tiringly to his opponent, writes the
Daily Telegraph's boxing corres-
pondent. He does not hit so fast
as Berg, but his punches are de-
vastating in their power.

Berg came back to England in
February of last year to meet and
beat an American, Mushy Cal-
lahan, for the so-called junior
welterweight title, which he still
claims to hold. But the great
events of his career have occur-
red in America. Berg is the lead-
er of British boxing, even though
for so long he has been absent.

Will the match be a financial
success? I am told that the low-
est price of admission is to be 3s.
6d., and that, based on an attend-
ance of 50,000, there should be a
good margin of profit.

Although the purse of £12,000 is a
small fortune, Canzoneri, a



Tony Canzoneri.

popular man in his own country,
must earn the high regard of Bri-
tish sportsmen for carrying the
battle to the enemy's camp. The
last light-weight title match
fought here was between the
American, Willie Ritchie, and
Freddie Welsh in 1914.

World's championships come sel-
dom to London. We had our last
world's affair when Micky Walker
knocked out Tommy Milligan at
Olympia four years ago. One
cannot look back on that mas-
sacre of the plucky Scot with any-
thing but regret, but in the com-
ing contest at the White City we
should see one of the finest fights
of all time.

New York, August 15.
Sol Gold and Sam Goldman, the
respective managers of Kid Berg
and Tony Canzoneri, met here yes-
terday to clear up several points.
Everything was amicably settled,
including the selection of the re-
feree who, it was decided, would
be George Blake, manager of Fidel-
la Barba, the ex-flyweight cham-
pion, and who refereed the recent
Schmeling-Strubling title fight at
Cleveland.

Canzoneri's manager wants Jeff
(Continued at foot of next column.)

ALMOST CERTAIN TO SEE HELEN WILLS.

Visit to the Orient
Very Probable.

NOT CONFIRMED.

San Francisco, Sept. 1.

Mrs. Helen Wills Moody's
parents to-day confirmed reports
that the famous tennis star will
probably visit the Orient this fall.

They said that her husband will
conduct a stock brokerage office on
the Dollar Line President
Coolidge when that vessel makes
her maiden voyage, and that Helen
is planning to accompany him al-
though her decision is not yet ab-
solutely final.—United Press.

Our Sports Diary.

LOCAL.

RUGBY—To-day—Meeting of
proposed new Kowloon Club.
CRICKET—To-morrow—H.K.
Cricket League Meeting at 5.15
p.m.

LAWN BOWLS—To-day—
Spay Royal Cup—C.C.C. v. Club
de Reccelo, K.C.C. Ground.
Saturday—First Division—Civil
Service C.C. v. Craigengower C.C.;
Second Division—H.K. Electric
R.C. v. Club de Reccelo; C.S.C.C.
v. K.C.C.; Yacht Club v. Craig-
engower C.C.

ABROAD.

CRICKET—To-day and To-
morrow—

H. D. Leveson Gower's XI. v.
New Zealand at Scarborough.
Saturday, Monday and Tuesday.
Yorkshire v. Rest of England at
the Oval.

TENNIS—To-day to Saturday
—U.S. Men's Singles at Forest
Hills.

RACING—To-morrow—Don-
caster Cup.

FOOTBALL—Saturday—Full
English and Scottish Programmes.

Dickson to pay the referee's ex-
penses. Dickson has been cabled
accordingly, and it is expected
that everything will be cleared up
this morning.

Frank Jacobs, Berg's other
American manager, said: "Blake
is a fine upstanding character and
will give us fair play. That's
what we want."

Kid Berg, his two managers, Sol
Gold and Frank Jacobs, and his
trainer, Ray Arcell, will sail for
England at the end of next week.

STAR

TO-DAY TO SATURDAY

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CHAMPIONS DRAW AT HOME

TALL SCORING AT BOLTON

WEDNESDAY LEAVE STAMFORD BRIDGE
WITH TWO POINTS

GATESHEAD CLIMB TO FIRST PLACE

DUNDEE UNITED HOLD KILMARNOCK
TO GOALLESS DRAW

London, Yesterday.
The following were the full results of to-day's League matches as enabled by Reuters:—

ENGLISH LEAGUE.									
First Division.									
Arsenal	3	Portsmouth	3						
Blackpool	2	Blackburn R.	1						
Bolton W.	5	Grimsby T.	3						
Chelsea	2	Wednesday	3						
Manchester C.	3	Derby City	0						
Middlesbrough	4	Liverpool	1						
Goals.									
P.	W.	D.	L.	F.	A.	Pts.			
Wednesday	4	4	0	0	20	5	8		
Everton	3	3	0	0	9	4	6		
West Brom.	4	3	0	1	7	2	8		
Reading	4	2	0	1	5	3	6		
Blackpool	4	2	0	1	6	0	6		
Middlesbrough	4	2	1	1	8	5	5		
Portsmouth	4	2	1	1	7	7	5		
Liverpool	4	2	1	1	6	6	5		
Sheffield U.	4	2	0	2	10	5	4		
West Ham	4	2	0	2	4	9	4		
Birmingham	3	1	1	1	8	6	3		
Aston Villa	3	1	1	1	4	5	3		
Leicester C.	3	1	1	2	0	7	3		
Sunderland	4	1	1	2	5	6	3		
Bolton W.	4	1	1	2	8	13	3		
Manchester C.	4	1	1	2	6	7	3		
Arsenal	4	0	3	1	6	7	3		
Newcastle	3	1	0	2	3	6	2		
Chelsea	4	1	0	3	3	6	2		
Derby C.	4	1	0	3	4	9	2		
Grimsby	4	0	1	3	0	12	1		
Blackburn R.	4	0	1	3	3	11	1		

G. McLEOD DEFEATS L. GUY.

Bowls Championship
Thrills.

G. McLeod defeated L. Guy by 21 shots to 20 in the Open Lawn Bowls Singles Championship on the Civil Service C.C. Green. It was a thrilling match throughout and the players were on level terms at the 24th head.

At the twelfth head Guy held a lead of two shots, but McLeod drew level again at the eighteenth head. At the twenty-first head McLeod took the lead and held a two shot advantage at the twenty-second head. Guy, however, scored his fifth three at the twenty-third to give him the lead, but he was unable to prevent McLeod defeating him on the post.

Third Division (South).

Bournemouth	1	Norwich C.	0						
Brighton	0	Crystal Palace	3						
Gillingham	1	Luton Town	3						
Reading	1	Brentford	2						
Goals.									
P.	W.	D.	L.	F.	A.	Pts.			
Southend U.	4	3	1	0	8	2	7		
Fulham	4	3	0	1	19	7	6		
Crystal Pal.	4	3	0	1	14	7	6		
Bournemouth	4	2	2	0	7	3	6		
Mansfield T.	4	2	1	1	7	9	5		
Brighton	4	2	1	1	5	5	5		
Brentford	4	2	1	1	5	9	5		
Northampton	4	2	1	1	3	2	5		
Watford	4	2	0	2	11	11	4		
Clapton O.	4	2	0	2	7	5	4		
Coventry C.	4	2	0	2	7	8	4		
Exeter C.	4	2	0	2	6	6	4		
Luton T.	4	2	0	2	0	6	4		
Bristol R.	4	1	2	1	9	5	4		
Cardiff C.	4	1	1	2	7	5	3		
Reading	4	1	1	2	5	9	3		
Gillingham	4	1	1	2	4	7	3		
Swindon	3	1	0	2	7	6	2		
Thames	4	0	2	2	2	6	2		
Norwich C.	4	0	2	2	2	4	2		
Queen's Park	3	0	1	2	1	5	1		
Torquay U.	4	0	1	3	0	24	1		

SCOTTISH LEAGUE.

First Division.									
Ayr United	2	St. Mirren	5						
Cowdenbeath	2	Hearts	1						
Dundee U.	0	Kilmarnock	0						
Leith Ath.	1	Queen's Park	3						
Morton	1	Hamilton A.	0						
Goals.									
P.	W.	D.	L.	F.	A.	Pts.			
Kilmarnock	9	7	1	1	19	8	15		
Rangers	8	6	1	1	21	8	13		
Celtic	8	5	0	1	26	7	13		
Motherwell	8	5	2	1	20	9	12		
Aberdeen	7	4	2	1	10	7	10		
Third Lanark	7	4	1	2	14	14	9		
Partick T.	8	4	1	3	13	11	9		
Cowdenbeath	9	3	3	3	14	20	9		
Clyde	7	4	0	3	11	10	8		
St. Mirren	9	4	0	5	13	15	8		
Hearts	0	4	0	5	10	11	8		
Falkirk	7	2	2	3	13	12	7		
Norton	8	3	1	4	15	11	7		
Hamilton A.	0	2	3	4	18	21	7		
Dundee	7	2	2	3	13	16	6		
Dundee U.	0	2	2	5	12	19	6		
Leith Ath.	8	2	1	5	9	10	5		
Airdrieonians	0	2	1	0	15	23	3		
Queen's Park	9	2	1	0	7	24	6		
Ayr U.	9	0	2	7	12	27	2		

PAAVO NURMI MAY COMPETE.

OLYMPIC GAMES.

Los Angeles, Sept. 1.
Paavo Nurmi, Finland's long distance runner, and champion of the last three Olympic meets in all events from 1,500 metres up to 10,000 metres, may try the marathon in the international classic here next Summer.

This information comes from Runar Ohls, the Finnish Olympic attache who is here to make plans for athletes from his country.

Nurmi, besides his six Olympic championships, holds all of the world's records from 3,000 metres to 15,000 metres.—Associated Press.

CRICKET SNOBBERY PREVALENT

The recent annual and historic cricket match between the Gentlemen and Players at Lord's, again reminded us that Lord's is the last surviving place where strange distinctions between the paid and unpaid player are made.

The very title of the game now sounds peculiar, not to say unpleasant; certainly it would not be tolerated in any other country where the game is played. Australia cannot understand the distinction, as was plain last year, when many Australians were here for the Tests. Rather pertinently they asked, "Are not professionals gentlemen? What are the gentlemen if they are not players?"

It is time the name of this game was changed. "Amateurs v. Professionals" explains so much without any misconception being possible.

The Two Gates.

At Lord's—the headquarters of cricket—however, they have peculiar ideas. Not only do they make this distinction between paid and unpaid, but they go to a greater length. Alone do the still insist upon the

professional not only changing in a room apart but entering and leaving the field by a different way!

Years ago this was common, but slowly the counties realised the injustice of suggestion, and to-day there is only one ground where the professional is made to feel that he is outside the pale—at Lord's. It was in the north of England that the change for the better started, and gradually the south saw the practice was wrong, and they allowed paid and unpaid to become one before entering the field, writes a special correspondent to the Daily Mail.

But at Lord's you will still see the amateurs come from the lordly middle gate and the professionals troop from a side gate that does not even lead direct to the turf.

Ridiculous. Nobody but those in charge at Lord's can guess why this foolish action is still allowed, but the ridiculous part is often plain. For instance, when Sussex played Middlesex a few weeks ago the difference in treatment of paid players was illustrated.

K. S. Duleepsinhji, the Indian of Royal blood, walked along the back of the pavilion with the other amateurs of his team, joined his professionals, and led them from the side gate. A moment later J. W. Hearne, a great cricketer, let this same gate and met an amateur player of his side, who came out of the sacred centre gate, midway between the wicket and the pavilion.

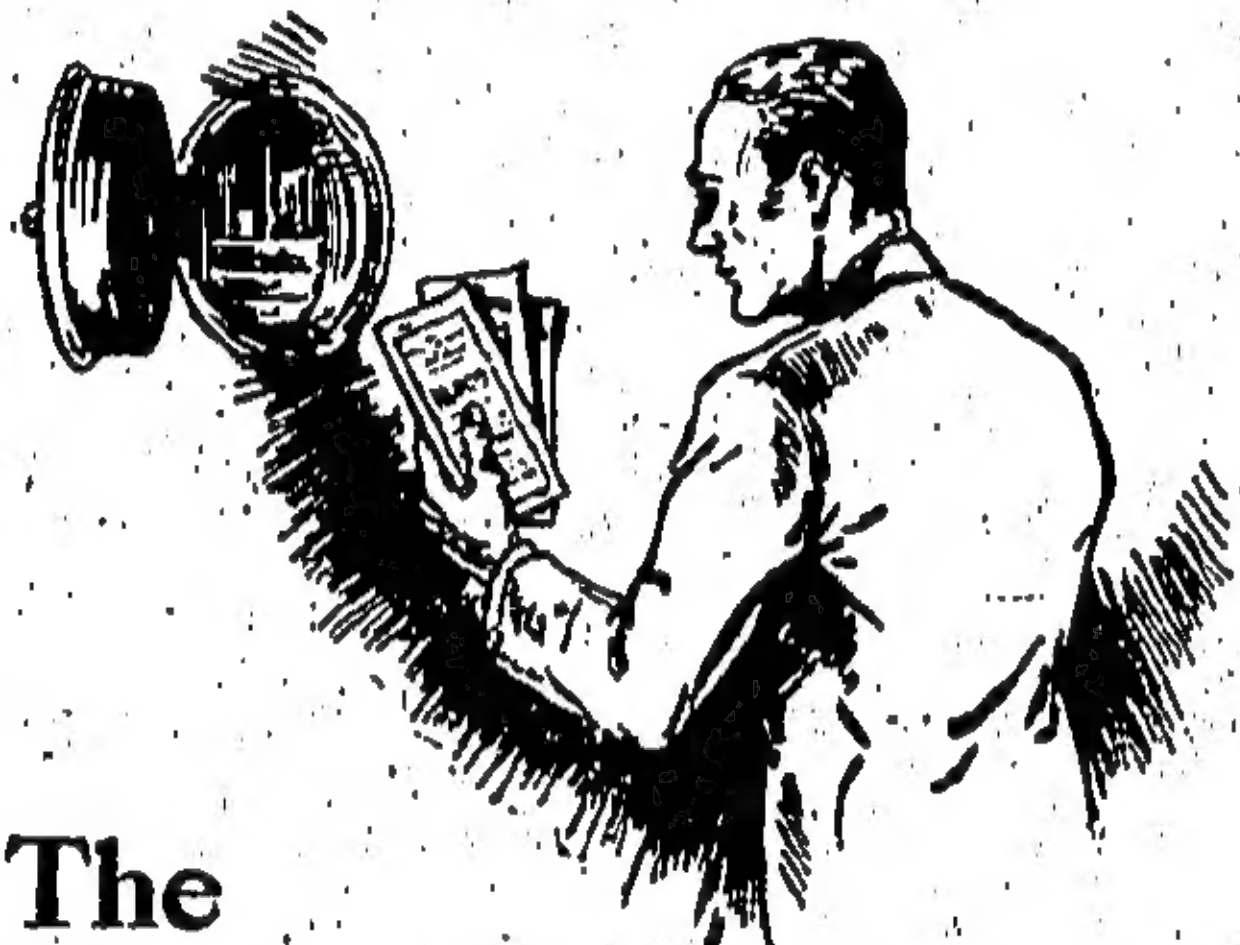
Sometimes when the M.C.C. have a game at Lord's there are only a couple of professionals playing; but inevitably they have to walk out alone from the side while the other side parade from the pavilion.

Game of the People. Many changes have taken place in the game of cricket. To-day it is a game of the people, a popular entertainment. It is not exaggerated to say that the men who have placed it in this position are the experts who have made the game their means of livelihood. One can hardly see, then, why a difference in circumstance with the man who can afford to play for amusement should lead to segregation.

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HONG KONG.

The China Mail

Hong Kong, Thursday, Sept. 10, 1931.

Ban on Ragging.

In regard to the recent "ragging" incident at Lugard Hall one of the undergraduates rushes into print and exclaims that "it is to be regretted that an insignificant affair has attracted so much publicity and attention." For that publicity the University Council or Court cannot be debited with any blame—if blame there be. Still, it is all to the good that publicity should be given to the matter. There can be no defence to ragging in any shape or form. It is cowardly. It is brutal. It is degrading. Those responsible for ragging, whether in schools, colleges, universities, or in His Majesty's Forces, cannot expect in this age to be elevated to the position of heroes. They are simply bullies of the first degree and deserve all the opprobrium, and even punishment, meted out to them on the offence being discovered by their superiors.

Authority and discipline must be upheld. The prestige of the University and similar institutions must be maintained and not dragged in the gutter. To certain persons with sensitive temperaments and weak constitutions the getting of a forced cold bath or being locked up in a coal room is far beyond a joke. It is fortunate that—as we are told—"usually the victim submits without any struggle and that ends the matter." In the present case we are further told that one of the raggers got his fingers between the victim's teeth, the victim refusing to let go, with the result that the raggers "had to choke him (sic!) in order to make him open his mouth and release the fingers." The tables seem to have been turned to a certain extent on the bullies and, in consequence, we are asked to believe that it was an "insignificant affair."

It is not our place to approve or disapprove of the subsequent action taken by the University authorities as the result of the

ragging and the medical examination of the victim. A searching inquiry has been made. The identity of the raggers has not been disclosed. As a punishment Lugard Hall has been closed until further notice. No letters to the newspapers is likely to influence the University authorities in modifying or repealing their decision until they themselves see fit. Outsiders must remain outsiders and not risk doing greater mischief than good by intruding or intervening between the University authorities and the undergraduates.

From the admissions of students themselves it cannot be denied that ragging to a certain extent has been practised at the various Halls at the University. A pitiable admission indeed! Little wonder that our educational factories turn out on to the professions and the commercial world so many half-baked students, "dumb-bells," and bullies when their leisure time is occupied more or less with plotting schemes for ragging. Whatever may be the outcome of the present scandal at the University, it is to be trusted that the publicity given to it will quash ragging for all time.

Mail Commentary.

Conditional Wills.

Mr. John Silver, Clyde Road, Addiscombe, Croydon, seed potato merchant and bee farmer, who left £2,854, with net personalty £2,355, directed that on the decease of his wife two-thirds of certain moneys should go to his son Cecil Herbert, John Marshall and William, and one-third placed on deposit at the Midland Bank for a period of twenty years, and then divided between his five grandsons.

"Provided they have never been vaccinated with any form of vaccine lymph, nor inoculated with any vaccine toxin or serum—have not partaken of intoxicating liquor containing alcohol as a beverage—have not contracted the pernicious and injurious habit of smoking tobacco."

dition that he took a solemn pledge never to read any daily or weekly periodical.

Three persons were named as trustees, and enjoined to keep careful watch over the young man, and in case of even a single infringement of the prohibitory clause the property was to be distributed among certain other members of the family. As the value of the estate was about £2,000 a year, the legatee signed the necessary pledge without any hesitation—and presumably became a diligent reader of the monthly reviews and the Austrian equivalent of the "Annual Register."

M. Briand Sentenced!

That dreaded sentence, which, sooner or later, is passed on most heavy smokers, has been passed on the French statesman. He has been told to smoke no more. Only those who have heard his medical adviser utter this sentence can appreciate fully what the ban means. And, as M. Briand has been in the habit of smoking between 50 and 60 cigarettes a day, he is to be greatly sympathized with, for he is in for a bad time until the craving vanishes.

News in Brief.

Pak Hi, a foki on a cargo boat, was removed to the hospital yesterday, suffering from a fracture of the right leg caused by an accidental fall on the boat.

A Chinese baby girl, stated to be a few days old, was found abandoned on a vacant piece of ground at April Street near Boundary Street yesterday. She was taken to the Kwong Wah Hospital by the Police.

Young Chi (31) a steerage passenger on the R.M.S. Empress of Japan, was removed to the Mental Hospital on the ship's arrival from Manila yesterday. He is believed to be insane.

A man named Wong Ting-shun (21), of 13 Lam Kwai Fong, is now a patient in the Kowloon Hospital as the result of taking a dose of opium. His condition is not serious. He was found by the Police in the Asin boarding house, Pakhoi Street.

Found in Temple Street, near house No. 21, in an unconscious condition, and apparently suffering from fits at 8.30 o'clock last night, an unknown Chinese woman was removed by the Police to the Kowloon Hospital.

A man named, Chung Hok was admitted to the Government Civil Hospital yesterday, suffering from injuries to his finger, due to a machinery accident on board the s.s. King Yuen.

Young Chee (35), a steerage passenger on the R.M.S. Empress of Japan, which arrived from Manila yesterday morning, was removed to the Mental Hospital for observation. It is alleged that Young became insane on the voyage.

Yesterday afternoon, a small fall of earth occurred on the west side of the new Jockey Club Stables site. There is no apparent danger to life or property and P.W.D. workmen are engaged on the site draining the water away.

The student named Gogate, who attacked the Acting Governor of Bombay, Sir J. Hosken in July, firing at him with a revolver, has been sentenced to eight years' rigorous imprisonment, says a Reuters message from Poona.

At the Central Magistracy yesterday afternoon Mr. Williams committed for trial at the next Assizes Kong Sze-yik and Leo Artur D'A. Guimarães on two charges in connection with the alleged \$7,000 bank note fraud, in which the victim was Wong To-po, editor of the Tsun Wan Yat Po. Proceedings were commenced in regard to the fresh charges against Guimarães.

A Briton named Donald Clark, eighteen years of age, was shot dead under terrible circumstances on the Bombay-Sharanpur mail train early this morning. It appears that Clark entered a first-class compartment in which Lieut. Sheehan, who was involved in an attack while in a train, last July, was sleeping. Sheehan, it is alleged, was awakened by the sudden entry of Clark, and fearing another murderous attack fired his revolver thrice, shots hitting the young Briton with fatal results, cabled Reuters yesterday from Lahore.

Personal Pars.

Mr. and Mrs. J. H. Taggart gave a dinner party at Repulse Bay Hotel last night. There were forty-two guests present.

Mr. S. M. Edwards, lately Secretary of the Shanghai Municipal Council, has returned to Shanghai from a holiday in Paltaiho. He has opened offices in Kiukiang Road as an arbitrator. It will be recalled that Mr. Edwards, who is a barrister-at-law, before coming to the Shanghai Municipal Service, assisted the Treasurer in England as an organiser of the National Savings Movement in England and Ireland.

The engagement is announced from Paris between Miss Aileen Tsang, daughter of Mr. Tsang Lu foo, Chinese Charge d'Affaires in Rome, to Mr. Tsuyee Pei, general manager of the Bank of China in Shanghai and formerly a member of the Shanghai Municipal Council. Mr. Pei, who recently attended the sixth biennial conference of the International Chambers of Commerce in Washington and the International Labour Conference in Geneva, left Marseilles for Shanghai yesterday, according to a message received here.

With reference to the report of the wedding of Mr. Cotovez and Miss Elms, Mr. H. J. Kingston writes to correct a reference to himself as being Chief Steward of the Empress of Japan. Mr. Kingston is storekeeper, the Chief Steward being Mr. T. F. Bridge, who has held the appointment since the Japan left Britain for her Pacific service.

MONEY LEFT.

Will of a Chinese Widow.

Hu Ip-shi, alias Hui Tip-shi Sze, a widow, who died at her residence, 18, Elgin Street, first floor, on June 9 last, left estate valued at \$33,100. Probate has been granted to Hui Pan-hing, her second son. After directing that her trustee realise the estate and divide it into five portions, two to go to her second son, and three to her third son, testatrix says:—

"I desire to state that the reason for giving my third son one share more than what I am giving to my second son is that I regard my third son as the successor to my deceased eldest son. I therefore give him the share which I would have given to my first son, and hereby express the wish that my third son will perpetuate the memory of my eldest son by due observance of the anniversaries of the death and birth of my eldest son, in accordance with Chinese customs."

NAUTILUS MISHAP.

Now Undergoing Slight Repairs.

Oslo, Yesterday. Although the extent of the damage cannot be determined, it became apparent to-day that the submarine Nautilus, in which Sir Hubert Wilkins set out five days ago for a cruise under the polar ice cap, has suffered some injury to the hull or mechanism. The only word concerning damage to the submarine was a radio message from the Nautilus that the craft was not seriously damaged by her dive under the ice pack. The Nautilus is undergoing repairs at Longyear City to the slight damage received under the ice, before departing for America. The members of the expedition are completely satisfied with their experiments with scientific apparatus, especially their gyro compass.—Reuters.

FOREIGN OFFICE RECEPTION.

Rugby, Yesterday. Lord Reading, Foreign Secretary, received at the Foreign Office this afternoon, the Foreign Ministers and Charge d'Affaires in London.—British Wireless Service.

NEWS IN ADVTs.

Crown land in Kowloon City and Choung Sha Wan is to be auctioned at the P.W.D. on September 14. Details on page 8.

During a fight with another man at 294 Temple Street yesterday, Wong Chee-kai, (22), received injuries to his head and was removed to the Kwong Wah Hospital.

IDLE DEMONSTRATE

T.U.C. Meeting Rushed.

RINGLEADER INJURED.

London, Yesterday. There was a disorderly scene at Bristol this morning, outside the hall in which the Trades Union Congress is holding its session, owing to the Congress refusing to receive a deputation from a body of unemployed who had marched from South Wales.

They attempted to rush the doors, but were repulsed by the police. The leader of the deputation was injured in the midst of the melee, in which women fought desperately.

The Congress to-day heard foreign visitors, notably M. Jouhaux, who spoke on behalf of the International Federation of Trade Unions, Mr. Ryan, of the American Federation of Labour, who said that the unemployment situation in America was quite as bad as in Britain, Mr. Levitt, of the United Mineworkers of America, who brought a greeting from Canada, and Mr. Joshi of India.—Reuters.

CYCLIST'S PLUCK.

Contest After A Crash.

Rugby, Yesterday. Extraordinary pluck and determination was shown by D. J. Pirie, the young London motorcyclist, who was the winner for the second year of the Junior Grand Prix motor-cycle race, at an average speed of nearly 70 miles an hour. Pirie last week crashed badly and was taken to hospital. He emerged yesterday to compete in the race on a Velocette machine, against 40 others. In spite of his injuries, he established several new records on the extremely difficult course, which is 226 miles long. He won by nearly 6 minutes, and then collapsed completely and was taken back to hospital.—British Wireless Service.

FALSE REPORT.

Imaginary Robbery in Castle Peak Road.

Chau Kam-kee, a turning contractor of Yen Chau Street, Shamshui-po, reported to the Police on Saturday last that, at about noon on Friday, he was proceeding along the Castle Peak Road between Kwai Ching and Tsun Wan when he was set upon by three men armed with hammers and a bamboo pole. He was relieved of \$145, and the robbers then disappeared down the hillside.

The report has been found to be false, and that no robbery of any description took place.

CHARTERED BANK DIVIDEND.

The following telegram has been received by the local branch of the Chartered Bank of India, Australia, and China to-day from its head office in London:—"Directors have declared an interim dividend for the past half year at the rate of 14 per cent, per annum subject to income-tax."

Ten Years Ago.

[From the "China Mail" of September 10, 1921.]

To-day's dollar is worth 2/8½.

The Vice-Chancellor of the University, accompanied by Lady Brunyate, left the Colony yesterday by the s.s. Tenyo Maru on his educational mission to Peking and North China.

Sir William will attend in his official capacity the Peking Union Medical Conference and at the Conference dinner to be held on September 17 he will reply to the toast of education in South China. On leaving Peking he will visit among other places Hankow and Wuchang, which are centres for the Hong Kong Matriculation and Local Examinations. In Shanghai he will preside at a conference of head masters of the schools that present candidates for the Hong Kong Local.

Sir William is expected to return to the Colony by the end of October.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"SOUP TO NUTS."

How can a director get serious work done when the entire cast, and half his technical assistants are comedians?

That question almost made Benjamin Stoll off his hair the first few days of filming "Soup to Nuts." Fox Movietone comedy romance written by Rube Goldberg, America's most popular cartoonist and exponent of "goofy humor."

Ted Healy and his gang of funsters were making wisecracks every second they were in front of the camera, but their fun didn't stop there. They carried their antics off-stage and kept the entire company amused.

Even Charles Winninger, for years a musical comedy favourite known for his quick wit was drawn into the hilarity.

He portrays the role of a lovable old man who spends time fooling with strange contraptions.

These mechanical marvels to be seen and heard at the King's Theatre, were fashioned after the originals created by Ruth Goldberg and made famous in his cartoons, but the cast of "Soup to Nuts" found them to be quite practical for joking purposes.

Frances McCoy, with her ever-present store of snappy chatter was able to hold her own, but Stanley Smith and Lucile Browne, who have a serious love affair in the picture had difficulty in concentrating on their lines.

The whole business was settled when Stoll determined to let everybody adlib, but not during filming.

"THE DONOVAN AFFAIRS."

All lovers of mystery dramas should hail with delight "The Donovan Affairs," the Columbia 100 per cent. dialogue production which opened at the Central Theatre yesterday. Without doubt this is one of the most detective stories and talking pictures that has reached the screen.

The Owen Davis stage play by the same name was a success, and the screen version leaves nothing to desire. The mystery surrounding the strange killing of Jack Donovan at a dinner table and the later death of another character in the same manner and by the same means—a carving knife—is profound. The false clues are many. The apparently contradictory acting of the various people in the play confuses the mind until the denouement, which comes swiftly and is wholly logical as well as surprising.

The entire cast is above the average. Jack Holt, excellent himself as the sleuth. Dorothy Revier, William Collier, Jr., John Roche, Fred Kelsey, Agnes Ayres, Wheeler Oakman, Virginia Brown Faire and Ethel Wales complete a superlative cast. Frank Capra's direction is flawless, proving again his skill as a director.

No matter how many mystery pictures are produced, we are always ready for more if they are of this calibre. The dialogue is superb. It is good entertainment and will appeal to all—young and old. The picture is having its final showings to-day.

"CIMARRON."

Filming of Radio Pictures "Cimarron" attracted many colourful characters who had a sentimental interest in the story of early Oklahoma.

C. R. Bowlden is one. He was retained by Radio Pictures to supervise the repair of harness for 3,500 horses and mules used in the picture and to enact the role of peg-legged plainsman, Stubby Holt. In 1880 Bowlden attended the first land "run," not to secure a homestead, but to provide drink for the thirsty. He opened the first saloon in Lawton, Oklahoma. Incidentally he left a leg in the same time, the result of a stray bullet.

"MR. LEMON OF ORANGE."

El Brendel, premier Swedish comedian of the talking screen, whose latest Fox comedy, "Mr. Lemon of Orange," in which he is co-starred with Phil Dorsey, will be seen and heard next at the King's Theatre, is the most easily worried man in Hollywood.

If Brendel really hasn't anything bothering him, he worries about that. He thinks something must be wrong, or things wouldn't be going along so smoothly.

Brendel studies harder than any other actor in the film capital, and spends hours working out tricks and funny situations which are sure to get laughs when he does them before the camera.

"Travelling around the country in vaudeville, playing a different town each week, I learned to depend entirely upon myself," he said, "I used many 'props' in my act, that is, funny clothes, funny equipment and things of that sort. Everything had to be just right or it might fail when I wanted to spring it on an audience. If it didn't work, the stunt would fall flat. So I spent hours practising with them, and preparing them for each performance."

"I even did all my own sewing on my famous 'breakaway' suit, which used to be such a great laugh getter. The tuxedo I used had to be put together just so with threads, so that I could break the right one at the right time. I couldn't trust anyone else to do it right, so I got in the habit of doing everything for myself."

Brendel is regarded as the hardest working actor in pictures, spending more time in preparation of his roles than any other player. He rehearses his roles at home before a mirror until he is sure that every gesture and facial expression is exactly right. He works at top speed until a picture is finally completed, and then relaxes completely for a week or so before he starts worrying about something else.

Others in the cast include William Collier, Sr., Ruth Warren, Donald Dillaway and Joan Castle. John G. Blystone directed. The dialogue is by Eddie Cantor and Edwin Burke.

"RESURRECTION."

What is the greatest love story ever written? You can answer this question only when you have witnessed Edwin Carewe's "Resurrection," adapted to the talking screen from Tolstoy's immortal novel, which is to be shown for the first time in Hong Kong at the Central Theatre commencing tomorrow.

"Resurrection" is a love drama that has stirred many millions in many lands with its great depth, its power and human sympathy. The Tolstoy novel has been translated into 28 languages. Its popularity has grown with passing years.

John Boles is Prince Dmitri, handsome and stalwart, a romantic soldier. Lupe Velez plays the great dramatic role of Katusha Maslova. Both are tremendous favourites of the talking screen. They have in "Resurrection" the biggest emotional roles of their careers, in a production so high and spectacular that Universal sponsors it as its finest contribution to the screen this year.

In appropriate sequences exquisite music by Dmitri Tiomkin is presented.

"Resurrection" is the story of the awakening of a man's love for a girl he has wronged and neglected. No drama has ever expressed the depth of a true love as does "Resurrection."

RADIO TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

6.8 p.m.—European Programme of Columbia Records kindly supplied by the Anderson Music Co.
6.27 p.m.—Orchestral & Band Selections.
Old Folks at Home and Abroad (C. J. Roberts).

Regimental Band of H.M. Grenadier Guards (DX210).
A Village Romy & Juliet (Dellus).
Sir Thomas Beecham & the Royal Philharmonic Orchestra (L2087).
Bronwen—Overture (Holbrook).

Symphony Orchestra Conducted by Claude Rostel (LX76).
6.27-6.50 p.m.—Scottish Selections.
Humorous Song—
Sailing Up the Clyde.
Ye Can Come & See the Baby.
Will Pyffe (9468).

Chorus—
On the Banks of Allan Water (Lewes arr. Carter).
Excelsior Male Voice Quartette (G8770).

Vocal Gems—
Sir Harry Lauder's Songs.
The Border Singers with Orchestra (DX113).

6.50-6.55 p.m.—A Concert.
Cello Solos—
Santando (Suizur).
Ave Verum (Mozart).
W. H. Squire (L2256).

Song—
O Lovely Night (Teschemacher & Sir L. Ronald).
Dame Clara Butt, Contralto (PX1).

Piano Solos—
Rondo in E Flat Major (Hummel).
Viennese Dance (Gaertner).
Ignaz Friedman (L1750).

Song—
Love What Has Given You This Power (Lehar).
Apple Blossoms (Lehar).
Richard Tauber (Tenor) (R20112).

Violin Solos—
Tambourin Chinois (Kreisel).
Menuet (Debussy-Duchkin).
Joseph Szegist (L2037).

Vocal Duet—
Friendship (P. Sydney & T. Marzials).
The Keys of Heaven (Trenholm).
Dame Clara Butt & Kennerley Rumford (7300).

Cello Solos—
Rigaudon (Crowell).
Lament (d'Harveloise-Squire).
W. H. Squire (L2158).

Song—
You are My Heart's Delight (Lehar).
Patience Smiling (Lehar).
Richard Tauber (Tenor) (R20107).

8 p.m.—Local Time & Weather Report.
8.10-10.30 p.m.—Chinese Programme.
10.33 p.m.—Close Down.

FACTORY LOOTING CASE.

Accused Sentenced.

The Ma Wan Island factory looting case came to an end at the District Office South this morning, when Mr. McLaren, imposed sentence of six weeks' imprisonment on Pun Wai for conspiracy and six weeks on Lo Wo for larceny and receiving.

One of the balloons liberated from the some Counties Young Liberal Garden Party at Moray Lodge, Kensington, landed in Poland.

A HANGMAN'S DIARY.

Amazing Document in Sydney Paper.

NAME NOT GIVEN.

Extracts from a diary by an assistant chief executioner of England" are given in an interview published in Smith's Weekly, an Australian newspaper.

The newspaper points out that for obvious reasons the hangman's name is not given (although his portrait is). It quotes him as saying:—

"I thought perhaps I'd be able to pick up a few jobs in Sydney while I was here. I have sent an application for the post of executioner to the Government, but so far I have received no reply."

"It is over 17 years since I first started in the business, and I suppose I must have officiated at more than 25 hangings. It's a great chance for the Government here to get hold of an experienced man. All I asked in my letter was that if the prisoners who have been under sentence of death were to be executed, they should be hanged as soon as possible, before my boat left for Australia. I asked a fee of £20 for each execution, and return railway expenses to and from the ship."

"I don't agree with the abolition of the death-penalty, even in the case of women. Don't think I'm just saying it because it's part of my living. After 17 years' experience of execution at first hand I still maintain that the only punishment fit for the person who takes human life is the old Biblical penalty, an eye for an eye, a tooth for a tooth."

The newspaper goes on to say that Mr. — keeps a methodical record of all his jobs. At the bottom of his trunk he carries with him a grim relic of his experiences—a little black greasy book filled with entries in a neat angular hand. It is a hangman's diary. Immediately after each execution he chronicles his operations in this volume.

There follows a series of amazing extracts recording 16 executions, including some quite recent ones.

Asked whether he had ever felt any nervousness (says the newspaper), he said that he regarded his "jobs" at present in the cold light of professional operations. But when he was a youth at his first two executions, he admitted to having been disturbed. "The first time I saw the scaffold my hair stood on end," he said.

A new coral island has been discovered some distance south-west of the Bonin Islands, North Pacific, lying at a depth of twenty fathoms.

Two Russian geologists are reported to have discovered gold in Novaya Zemlya. An expedition is to be sent to make further investigations.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre;
"Soup to Nuts."
To-day—Queen's Theatre;
"Pardon Us."
To-day—Central Theatre;
"The Donovan Affair."
To-day—Majestic Theatre;
"The Marriage Playground."
To-day—Star Theatre;
"Love, Live & Laugh."

Meeting—
September 17—Y.M.C.A. members' meeting, 9 p.m.
Land Sale.

September 14—At P.W.D. offices, two lots of Crown land, 3 p.m.
Sports.
See Sports Diary on Page 4.

Home Mails.
To-day—Inward from Europe via Suez (Mantua).
To-morrow—Inward from Europe via Siberia (Cathay).

Lammer's Auction.
September 17—At Kowloon Naval Depot, old and surplus victualling stores, 9.30 a.m.

Miscellaneous.
To-morrow—Memorial Service for Kwangsang victims, St. John's Cathedral, 5.30 p.m.

HOTEL GUESTS

AT HONG KONG HOTEL.

September 9, 1931.

Mr. E. N. Aldrich.
Messrs. W. Bolton, W. Bulmer, Miss V. Blackie, Mrs. Bartlett.
Messrs. F. V. Chamberlain, C. W. Cumming, H. Cruz, Mr. and Mrs. A. P. Canova, Miss W. M. Clegg.

Mr. and Mrs. R. S. Dyott, Miss E. Dyott, Miss M. B. Dyott.
Messrs. J. R. Hooley, Jas. F. Hayden.

Messrs. H. Krebs, S. L. Kelly, Mr. and Mrs. W. S. Leeds.
Messrs. R. Minetti, F. N. MacBain.

Mr. and Mrs. A. M. Penhallow.
Mr. G. Sommerfeldt.

APPRENTICE'S FATAL FALL.

A fatal accident occurred at a building under construction at Morrison and Leighton Hill Roads yesterday morning at about ten o'clock. It appears that an apprentice brick layer, named Ying Fung (17), of the Tung Shan contractors' firm, was climbing a scaffolding. On reaching the fourth floor level he missed his footing, slipped and fell heavily to the third floor of an adjoining building. He was taken into a matted by fellow workmen who tried to do their best to treat his injuries, but he died at six o'clock in the evening.

The matter was not reported to the Police, it is stated, until after the man was dead.

PASSENGER LIST.

ARRIVALS.

Per s.s. R.M.S. Empress of Japan, September 9:
Miss M. Pendleton, Dr. and Mrs. Apacible, Miss F. Hyndman, Mr. and Mrs. J. C. Cuiyong, Mr. W. N. Bell, Mr. P. F. Russell, Mr. E. E. Bougon, Mr. A. Canova, Lt. and Mrs. R. W. Gibson, Mr. and Mrs. C. A. Hayes, Lt. and Mrs. W. T. Sexton, Miss E. Sexton, Mrs. H. S. Eudge, Mrs. L. Z. Church, Miss A. Tasaroy, Mrs. F. M. Gutierrez, Miss F. I. de Silva, Mr. W. Drake, Miss E. Larafan, Mr. R. Minetti, Mrs. N. Barlett, Miss F. E. Batolista, Mr. C. E. R. Clarebot.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Coral—North wall.
Cornflower—West wall (Dock).
Moth—East wall.
Oswald—North wall.
Phoenix—East wall.
Stormcloud—North arm.
Seraph—in dock.
Sterling—in dock.
Tamar—Basin.

Foreign.
Argus—French gunboat.
Mindanao—American gunboat.
Regulus—French gunboat.



CB286—My Temptation 6/8	One-Step.
—Bweavin' on De Window	Variety Fox-Trot.
CB283—Lovely Lady	Fox-Trot.
—Just Two Hearts and a Waltz	Waltz.
CB277—Buggin' Over With Love	One-Step.
—Pretty Kitty Kelly	Waltz.
CB276—I'm Happy When You're Happy	Fox-Trot.
—Waltz You Saved For Me	Waltz.
CB270—I'm Glad You Waited	Fox-Trot.
—Time on My Hands	Slow Fox-Trot.
CB267—I've Found What I Wanted	Fox-Trot.
—What'd I Do To Me	Fox-Trot.
CB266—Laughing at the Rain	Nov. Fox-Trot.
—Parade of the Minutes	Fox-Trot.
CB265—Sleepy Town Express	Fox-Trot.
—Fascinating Little Lady	Fox-Trot.

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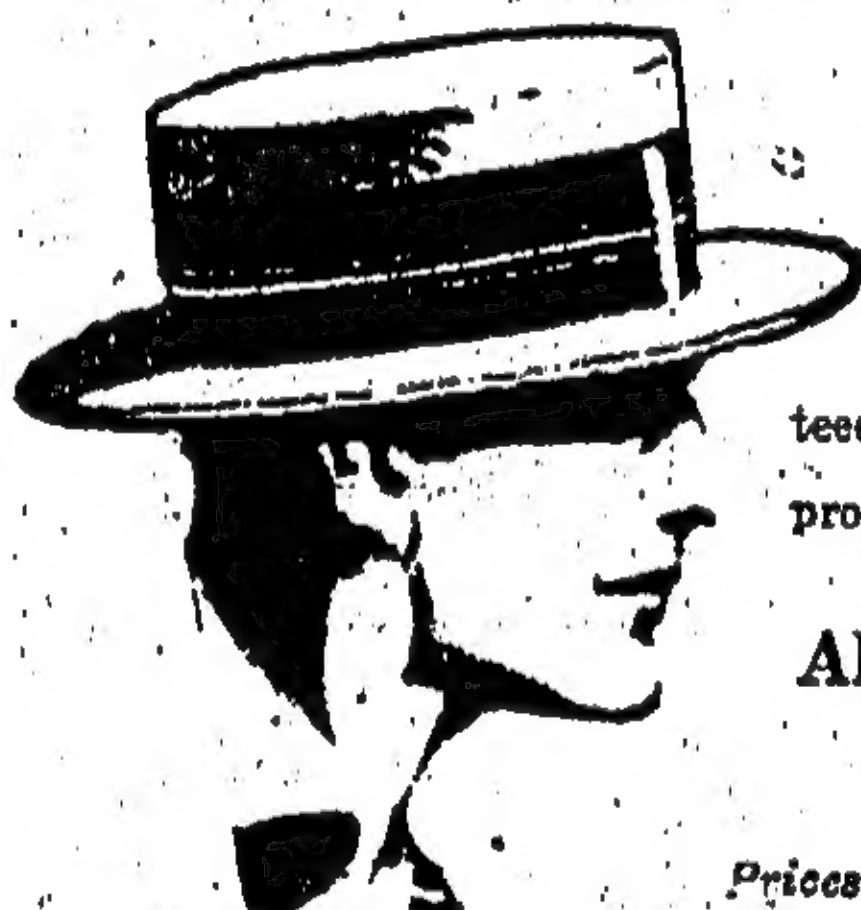
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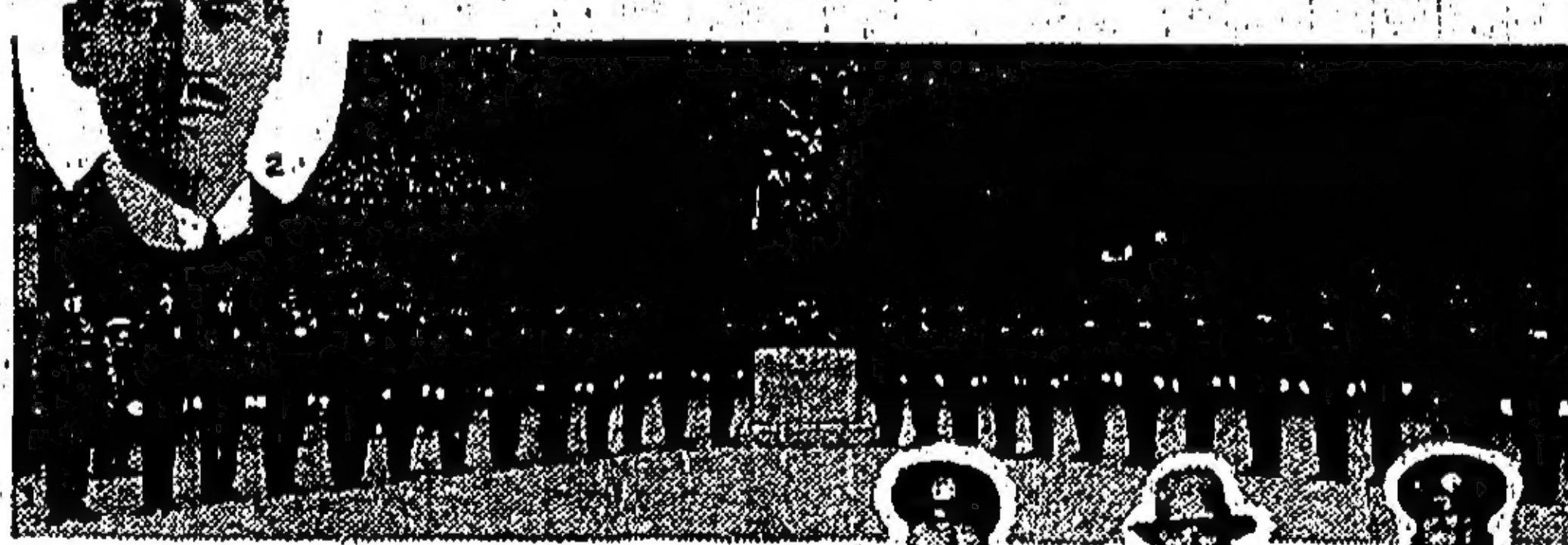
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On sale at all book-stalls and at the offices of the Publishers, 3A, Wyndham Street.

"COASTWISE"—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" offices, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay and W. L. Handyside. Price \$2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

MISCELLANEOUS.

WRESTLING—Yut-sing, Shik Temple, Wanchai, is prepared to meet all comers, catch as catch can style.

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NEW ADVERTISEMENTS.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 14th day of September, 1931, at 1 p.m., at the Offices of the Public Works Department, by Order of His Excellency, the Governor, of one Lot of Crown Land at Sai Ying Pun, Kowloon City, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July 1930, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Contents in Sq. Feet	Annual Rental	Plot Price
1	100 ft. by 100 ft.	10,000	100	100



PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 14th day of September, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency, the Governor, of one Lot of Crown Land at Cheung Sha Wan, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Contents in Sq. Feet	Annual Rental	Plot Price
1	100 ft. by 100 ft.	10,000	100	100

POST OFFICE NOTICE.

POSTAL RATES.

Letters:
Local—3 cts. per oz.
China and Macao—4 cts. per oz.
British Empire (except via Siberia)—12 cts. per oz.
Foreign Countries and British Empire via Siberia—20 cts. first oz. and 10 cts. each succeeding oz.

Postcards:
Local, China and Macao—2 cts. each.
All other places—3 cts. each.
The Registration fee is in each case 20 cents.

Times of closing Shanghai-Manchuli Air Mails are advertised on the Outward Mail List below.

INWARD MAILS.

FRIDAY, SEPTEMBER 11.

Straits Burdwan.
Japan, Shanghai & Europe via Siberia (London, Aug. 24) Cathay
U.S.A., Canada, Japan & Shanghai (Seattle, Aug. 22) President Taft
Manila Pres. Wilson.

OUTWARD MAILS.

THURSDAY, SEPTEMBER 10.

Samshui and Wuchow 4 p.m.
Saloon 4.30 p.m.
Hohow, Pakhoi and Haiphong 5 p.m.
Amoy 5 p.m.

FRIDAY, SEPTEMBER 11.

Shanghai, Japan and Europe via Siberia 10.30 a.m.
Hohow, Pakhoi and Haiphong 10.30 a.m.
Swatow, Amoy and Poochow 1 p.m.
Haiphong 2.30 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Cathay
(Due Marseilles, Oct. 9.)
K.P.O.
Parcels Sept. 11, 4.30 p.m.
Registration Sept. 12, 9 a.m.
Letters 10.30 a.m.

*Subscribed correspondence only

SPORTS NOTICES.

HONG KONG CRICKET LEAGUE.

NOTICE IS HEREBY GIVEN that the ANNUAL MEETING will be held at the Sanitary Board Room, Post Office Building (by kind permission) on FRIDAY, the 11th day of September, 1931, at 5.15 p.m.

W. C. HUNG.

Hon. Secretary.
Hong Kong, 5th Sept., 1931.

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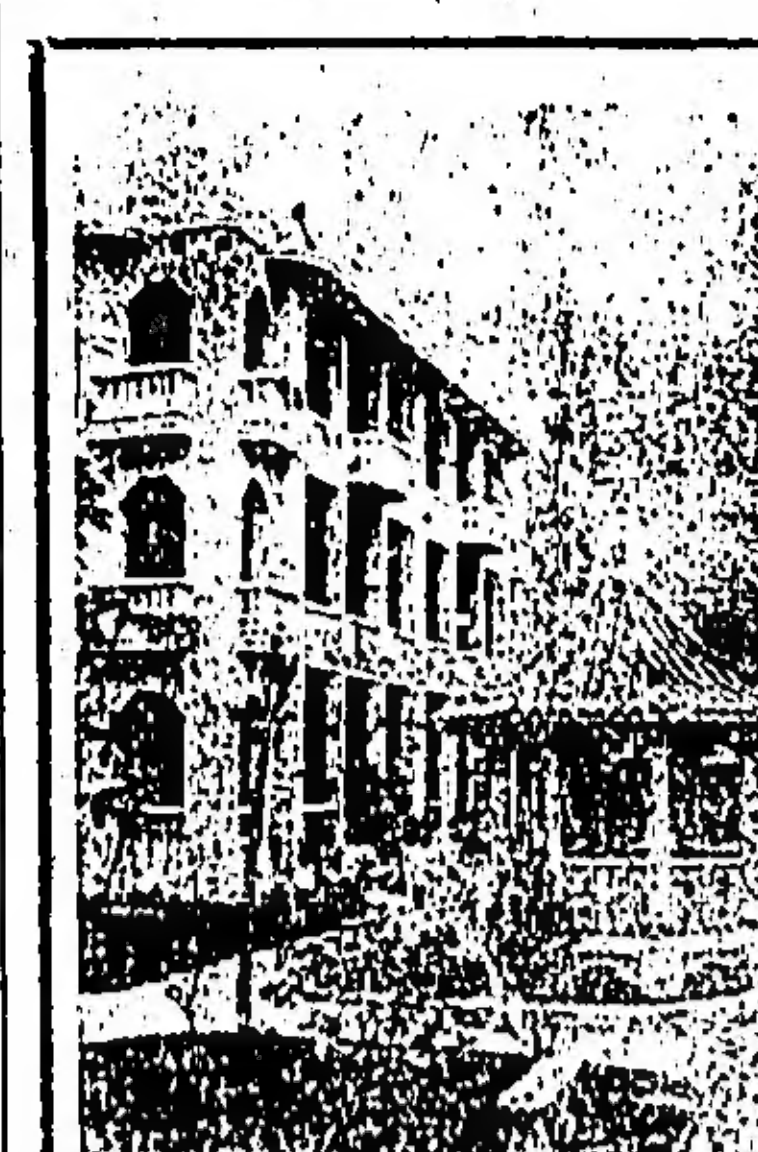
EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	113 1/2
Bank, on demand	113 1/2
Bank, 4 months' sight	113 1/2
Credits, 4 months' sight	1/— 7/16
Documentary, 4 months' sight	1/— 9/16
On Paris—	
On demand	607 1/2
Credits, 4 months' sight	647 1/2
On Berlin—	
On demand	Nom.
On New York—	
On demand	23 1/2
Credits, 60 days' sight	24 1/2
On Bombay—	
Wire	66 1/2
On demand	66 1/2
On Calcutta—	
Wire	66 1/2
On demand	66 1/2
On Singapore—	
On demand	42 1/2
On Manila—	
On demand	47 1/2
On Shanghai—	
On demand	Tls. 79
Dollar	7 1/2 dis.
On Yokohama—	
On demand	48 1/2
Sovereigns (Bank's buying rate)	1/— 1/4
Silver (per oz.)	13
Bar Silver in Hong Kong	Nom.
Copper Cash	Nominal
Copper Cents	3 1/2 prem.
Rate of Native Interest	3 1/2 % p.a.
Chinese Sub. Coin	24 1/2 % dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	123.95 1/2
New York	4.86
Brussels	34.95 1/2
Geneva	24.92 1/2
Amsterdam	12.05 1/2
Milan	92.90 1/2
Berlin	20.77 1/2
Stockholm	18.16
Copenhagen	18.18
Oslo	18.17 1/2
Helsingfors	19.37 1/2
Vienna	34.55
Prague	164
Madrid	53.9
Lisbon	110
Athens	365
Bucharest	316



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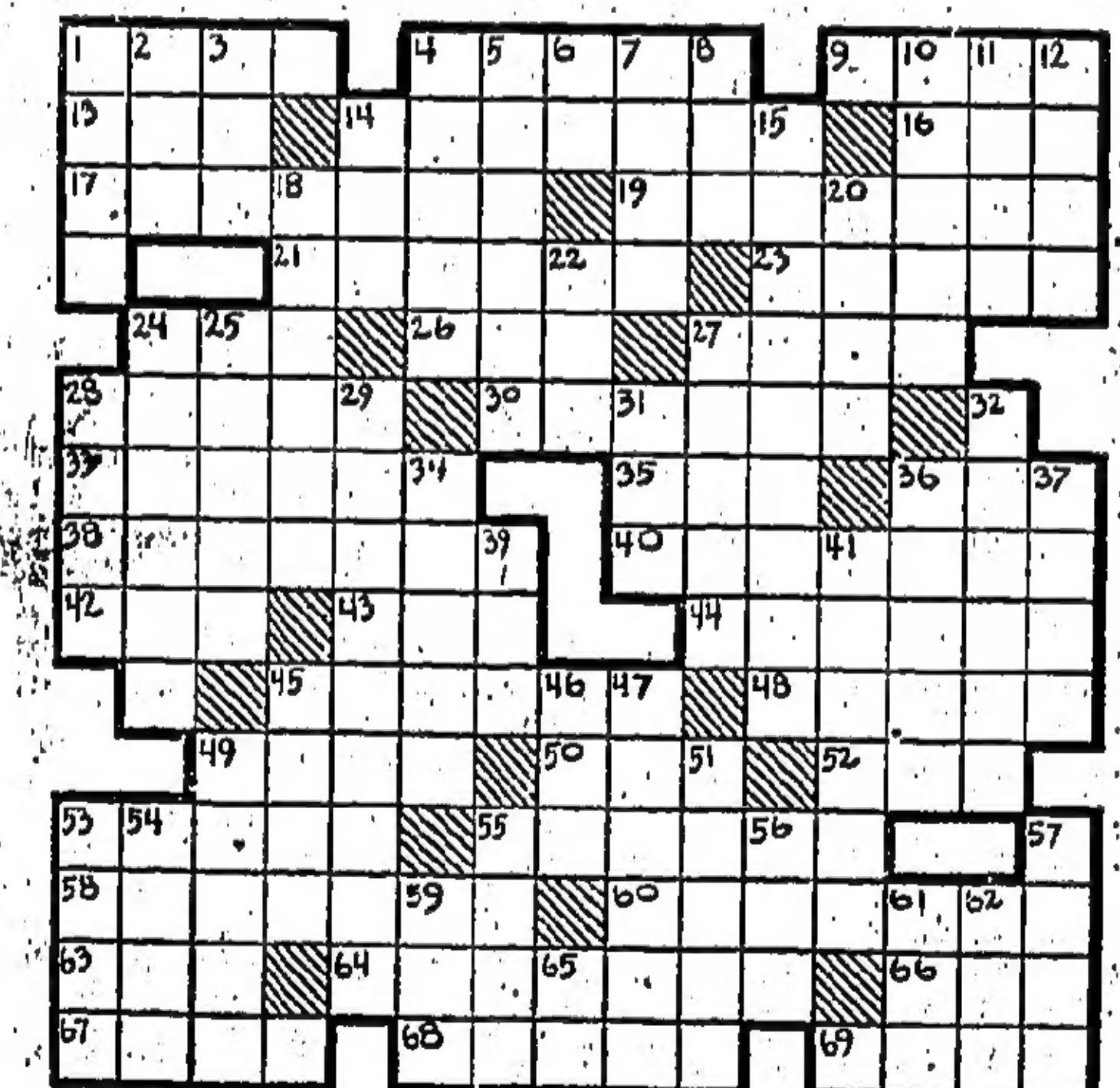
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Rio 3 3/32
Buenos Aires 31 1/2
Montevideo 22 1/2
Bombay 1/5 1/2
Shanghai 1/2 1/2
Hong Kong 1 1/2
Yokohama 2/— 13/32
Silver Spot 13
Silver Forward 13 1/16
—British Wireless Service.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1-Mirth
4-Marks of wounds
8-Spectator
13-Knock
14-Spillage
15-Grazing place
17-Urgent
18-Small holes
21-Straggled
23-Analyze
24-Point of compass (abbr.)
25-Registered (abbr.)
27-Upright pole of a derrick
28-That which soles
31-Wanderers
32-Pantry
33-Gulf State (abbr.)
35-Pref. Across
38-Small dramatic composition
40-Indented
42-A god of the primordial earth (Egypt. Myth.)
43-Propeller
44-Approached
45-Like too closely
46-Lets fall
49-Bleats
50-Spike of corn
52-Turkish governor

HORIZONTAL (Cont.)
53-Spectre
55-Bombard heavily (Soldier's slang)
58-At no place
60-Bearing marks of battle
63-The whole
64-Follow
66-Hall
67-Occident
68-Horse
69-Colors

VERTICAL
1-Expanded
2-Negligent
3-Pref. Upon
4-More healthy mentally
5-Maker of knives
6-Army Corps (abbr.)
7-Pastoral pipe
8-Funny abroad
10-Watchful
11-Permits
12-Packaging box
14-Gratuity
15-Placed apart
16-Avaricious
20-Young girl
22-Bell
24-Weighing machine (abbr.)

VERTICAL (Cont.)
25-Sherbet
27-Fruit
28-Mountains of Europe
29-Finds new position
31-Large vehicle
32-Chilled with fright
34-Erects
36-Violent pang
37-Sums up
39-Pref. Three
41-Machine for carding wool
45-Window frame
46-Encountered
47-Adherent of old
48-Persian religion
49-Concave vessel
(pl.)
51-Engaged in speed contest
53-Bite repeatedly
54-Opening
55-Religious organization
56-Fancy
57-Poems
58-Russian (abbr.)
61-Bam
62-Universal mother
65-Engineering degree (abbr.)

HONG KONG STOCK EXCHANGE.
Opening Daily Official Quotations 10th Sept., 1931.
Next Settlement Day, Monday, 28th Sept., 1931.

STOCK	Buy- ers	Sell- ers	Sales	Yuan	Min year	Last dividend and when paid
Banks.						
Hong Kong Bank	1010				Dec.	Div. for 1931-32 \$3.00 Aug. 10, 31
Chartered Bank			112		Dec.	Div. for 1931-32 \$3.00 Mar. 31
Mercantile Bk., Ltd.			183		Dec.	Div. for 1931-32 \$3.00 Sep. 8, 31
Bank of Asia			122		Dec.	Div. for 1931-32 \$3.00 Feb. 28, 31
Insurance.						
Canal Ins.	1540				Dec.	Div. for 1931-32 \$3.00 May 12, 31
Union Ins.	557 1/2		557 1/2	60	Dec.	Div. for 1931-32 \$3.00 May 28, 31
China Underwriters				315	Dec.	Div. for 1931-32 \$3.00 May 28, 31
China Fire Ins.				300	Dec.	Div. for 1931-32 \$3.00 May 28, 31
H. K. Fire Ins.				1470	Dec.	Div. for 1931-32 \$3.00 Mar. 26, 31
Shipping.						
Doan's				24	Dec.	Div. for 1931-32 \$3.00 Mar. 6, 30
H. K. Steamships				24 1/2	Dec.	Div. for 1931-32 \$3.00 June 10, 30
Indo-China (Pref.)				40	Dec.	Div. for 1931-32 \$3.00 July 4, 31
(Def.)				80	Dec.	Div. for 1931-32 \$3.00 July 4, 31
Shells Bearer				357 1/2	Dec.	Div. for 1931-32 \$3.00 Mar. 31, 31
Union Waterboat				193	Dec.	Div. for 1931-32 \$3.00 Mar. 31, 31
Mining.						
Beang's	111				Dec.	Div. for 1931-32 \$3.00 June 30, 31
Kailash Mining Ad.				17 1/2	June	Div. for 1931-32 \$3.00 Dec. 30, 30
Lampson (Single)				1.95	Oct.	Div. for 1931-32 \$3.00 May 6, 30
S'hai Exploration				1.65	Dec.	Div. for 1931-32 \$3.00 Feb. 6, 31
Loan				4 1/2	Dec.	Div. for 1931-32 \$3.00 Pending
Venezuela Gold Fields				2 1/2	Mar.	Div. for 1931-32 \$3.00 Pending
Docks, Wharves, Godowns, &c.						
H. K. & W. Docks	100		105 1/2		Dec.	Div. for 1931-32 \$3.00 Mar. 15, 31
South Ch. Motors (A/S)				10	Dec.	Div. for 1931-32 \$3.00 Mar. 15, 31
China Provident (old)				6.55	Dec.	Div. for 1931-32 \$3.00 April 6, 31
(new)				9 1/2	Dec.	Div. for 1931-32 \$3.00 May 4, 31
Hongkong				370	Dec.	Div. for 1931-32 \$3.00 May 4, 31
N. Engineering				110	Dec.	Div. for 1931-32 \$3.00 May 4, 31
Shanghai Docks				100	Apr.	Div. for 1931-32 \$3.00 July 27, 31
Lands, Hotels & Buildings.						
H. K. & S. H. (old)			17.20		Dec.	Div. for 1931-32 \$3.00 Apr. 10, 31
(new)				10 1/2	Dec.	Div. for 1931-32 \$3.00 Aug. 12, 31
Shanghai Land				42.20	Dec.	Div. for 1931-32 \$3.00 July 30, 31
Humphreys (old)				22 1/2	Dec.	Div. for 1931-32 \$3.00 Feb. 24, 31
(new)				22 1/2	Dec.	Div. for 1931-32 \$3.00 Sept. 1, 31
H. K. Estates				17.60 (17.40/17.7)	Dec.	Div. for 1931-32 \$3.00 July 28, 31
Chinese Estates				9 1/2	Feb.	Div. for 1931-32 \$3.00 July 28, 31
Cotton Mills.						
Ewo Cotton	15.40		15.40		Dec.	Div. for 1931-32 \$3.00 Mar. 12, 31
Shanghai Cotton				104	Apr. and Oct.	Div. for 1931-32 \$3.00 May 27, 31
Zhong Sing	12				June	Div. for 1931-32 \$3.00 Oct. 11, 30
Public Utilities.						
H. K. Tramways	21.60				Dec.	Div. for 1931-32 \$3.00 Aug. 25, 31
Peak Tram (old)				14 1/2	Apr.	Div. for 1931-32 \$3.00 Feb. 15, 31
(new)				14 1/2	Apr.	Div. for 1931-32 \$3.00 Feb. 15, 31
Star Ferry	36				Dec.	Div. for 1931-32 \$3.00 Feb. 15, 31
Yau Ma Tei Ferry	24 1/2				Dec.	Div. for 1931-32 \$3.00 Feb. 15, 31
China Light				22 1/2	Sept.	Div. for 1931-32 \$3.00 Feb. 15, 31
H. K. Electric				84 1/2	Dec.	Div. for 1931-32 \$3.00 Mar. 18, 31
Miran				23	June	Div. for 1931-32 \$3.00 Mar. 18, 31
Sandakan Lights				12	June	Div. for 1931-32 \$3.00 Aug. 4, 31
H. K. Tel. fully paid				15	Dec.	Div. for 1931-32 \$3.00 Feb. 26, 30
part paid				15	Dec.	Div. for 1931-32 \$3.00 Feb. 26, 30
China Bus				17.60	Dec.	Div. for 1931-32 \$3.00 Feb. 26, 30
S'hai Tramway (Ord.)				19 1/2	Sept.	Div. for 1931-32 \$3.00 Feb. 6, 31
(Pref.)				19 1/2	Sept.	Div. for 1931-32 \$3.00 Feb. 6, 31
Industrials.						
China Sugars	20.00				Dec.	Div. for 1931-32 \$3.00 Mar. 4, 31
Malacca Sugars				39	Dec.	Div. for 1931-32 \$3.00 Mar. 27, 31
Cold Macg. Ord.				14	Dec.	Div. for 1931-32 \$3.00 Mar. 27, 31
(Pref.)				14	Dec.	Div. for 1931-32 \$3.00 Mar. 27, 31
Canton Ice				10 1/2	July	Div. for 1931-32 \$3.00 Mar. 18, 31
Cement (old)				20.10	Dec.	Div. for 1931-32 \$3.00 Mar. 18, 31
(new)				20.10	Dec.	Div. for 1931-32 \$3.00 Mar. 18, 31
H. K. Ropes				32.20	Dec.	Div. for 1931-32 \$3.00 Mar. 27, 31
Stores, &c.						
Dairy Farms				98 1/2	Dec.	Div. for 1931-32 \$3.00 Mar. 18, 31
Waucho				18	Oct.	Div. for 1931-32 \$3.00 Mar. 18, 31
Der A Wings				1	Dec.	Div. for 1931-32 \$3.00 Apr. 30, 31
Lane Crawfords (old)				9.20	Feb.	Div. for 1931-32 \$3.00 June 17, 31
(new)				9.20	Feb.	Div. for 1931-32 \$3.00 June 17, 31
Marknato				10	Feb.	Div. for 1931-32 \$3.00 June 17, 31
Suncors				16 1/2	Feb.	Div. for 1931-32 \$3.00 June 17, 31
Wm. Powells				3.00	Feb.	Div. for 1931-32 \$3.00 June 17, 31
Miscellaneous.						
H. K. Amusement (old)	25 1/2				Mar.	Div. for 1931-32 \$3.00 Sept. 27, 30
(new) "A"				28	Mar.	Div. for 1931-32 \$3.00 Sept. 27, 30
(new) "B"				22.50	Mar.	Div. for 1931-32 \$3.00 Sept. 27, 30
C. Entertainment (old)	15				Mar.	Div. for 1931-32 \$3.00 Sept. 27, 30
(new)				16	Mar.	Div. for 1931-32 \$3.00 Sept. 27, 30
Sou. Ch. Enterprises				10 1/2	Mar.	Div. for 1931-32 \$3.00 Sept. 27, 30
H. K. C. Tractors (C.R.)				14.45	Dec.	Div. for 1931-32 \$3.00 Apr. 22, 31
(Rights)				14.45	Dec.	Div. for 1931-32 \$3.00 Apr. 22, 31
B. Ind. C. S. Bonds	7 1/2				Dec.	Div. for 1931-32 \$3.00 Apr. 22, 31
H. K. Govt. Bonds				6 1/2	Dec.	Div. for 1931-32 \$3.00 Apr. 22, 31



LLOYD TRIESTINO

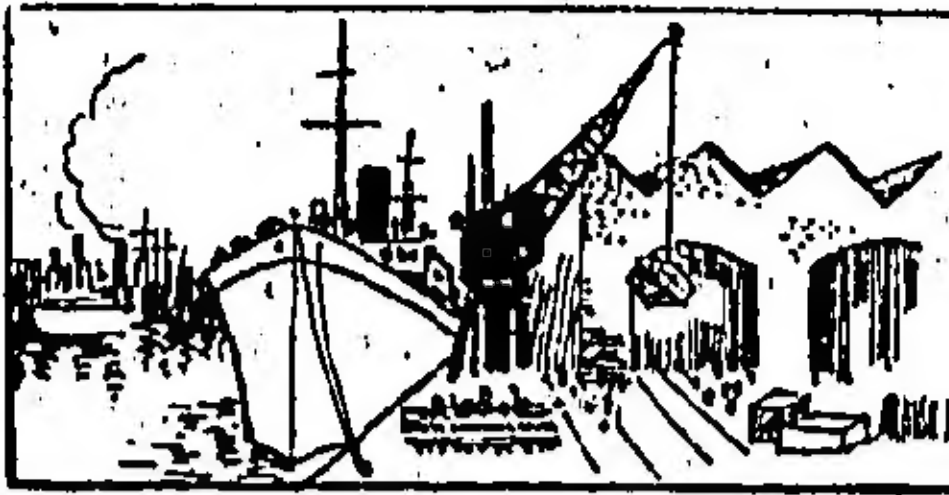
FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
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Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports.
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. COL DI LANA (cargo boat)	Sept. 27	Oct. 4
S.S. MONCALIERI (cargo boat)	Sept. 21	Oct. 25
S.S. CRACOVIA (passengerboat)	Sept. 22	Oct. 4

* Outward voyage to Shanghai only.
Attention is called to the a.s. Gange which will make
the voyage Hong Kong-Italy in 24 days thus allowing London pas-
sengers to reach destination in 29 days.
For Freight and Passages apply to—
Queen's Building, DODWELL & CO. LTD.
Tel. 22921 Agents.



Shipping Intelligence.

PRESIDENT HOOVER'S MAIDEN VOYAGE.

Enthusiastic Scenes in San Francisco.

San Francisco, Aug. 29.
Having been the cynosure of all
eyes since her arrival in San Fran-
cisco on Monday morning, August
24, the new eight million dollar
liner President Hoover sailed at
4 p.m. on Friday August 28, when
San Francisco witnessed the most
colourful and enthusiastic sailing
of a passenger liner ever recorded
when Captain Fred E. Anderson
took the palatial President Hoover
away from the Dollar Line docks
amid a roar of cheers and tooting
whistles. The biggest crowd ever
gathered at the Dollar Pier was on
hand to bid bon voyage to the new
ship which was crowded to capacity
with passengers. Her passen-
ger list numbered nearly 900 in all
classes, with her first class and
special class accommodation filled
to complete capacity. Notables of
practically every State in the
Union, prominent persons of the
Orient, and world travellers of re-
nown are on the passenger list on
her maiden voyage westward.

Mr. J. Harold Dollar, Vice Pres-
ident of the Dollar Steamship
Lines, accompanied by his family,
is aboard the Hoover for a tour of
the Orient.

The number of visitors re-
ceived on board during the
steamer's stay in San Fran-
cisco showed a total of 75,000
persons. The enthusiastic com-
pliments on the beauty and effi-
ciency of the ship were countless.
Passenger and operating repre-
sentatives of rival lines pronounce
her the very best word in faultless
ship construction, providing the
maximum comfort.

The objective point of the crowds
on Wednesday during the day and
evening events along the water-

front seemed to be the President
Hoover. On Wednesday evening,
the ship was swept from the dock
with a battery of theatrical spot-
lights and floods. The electrical
display was greatly appreciated by
the crowds.

The s.s. President Hoover pre-
sented a glorious picture as she
straightened away for her run
through the Golden Gate, with
miles of varicoloured serpentine
streaming from her tall sides.
Aerial photographers in a dozen
planes circled her as she proceeded
along the waterfront acknowledging
the hearty salutes of her fellow
craft with sonorous blasts of her
deep siren. Navy launches from
the battleship fleet anchored in the
stream sped about her like darting
birds. Ferry boats stood still as
she neared them, and the passen-
gers crowding the rails cheered
lustily. She has been the subject
of speakers, the comment of news-
papers and the topic of radio an-
nouncers for the past week.

ARRIVALS OF SHIPS.

Tuesday, September 8.
Havana Maru, Japanese str., 3,450
tons, Capt. T. Tomita, from
Singapore, Kowloon Wharf—
O.S.K.

Wing Lee, British str., 650 tons,
Capt. J. E. Harvey, from Fort
Bayard, Saikong Wharf—Wo
Hop & Co.

Wednesday, September 9.
Anshun, British str., 1,860 tons,
Capt. J. A. McCulloch, from
Amoy, buoy No. A10.—B. & S.
Canton Maru, Japanese str., 1,647
tons, Capt. Y. Iwasaki, from
Swatow, O.S.K. Wharf—
O.S.K.

Chung Kong, Chinese str., 447 tons,
Captain Kwok Sai Loo, from
Hohow, buoy No. C2.—Yau
Lee & Co.

Empress of Japan, British str.,
15,725 tons, Capt. Robinson,
from Manila, Kowloon Wharf.
—C.P.S.

Feng Lee, Chinese str., 1,259 tons,
Capt. Y. Yamaji, from Canton,
buoy No. B17.—Loong Tai
Hong.

Gange, Italian str., 6,752 tons,
Capt. Niccolini, from Shang-

hai, Kowloon Wharf.—Dodwell
& Co.

Haiching, British str., 1,284 tons,
Capt. Eccis Walker, from Swa-
tow, Douglas Wharf.—Douglas
S.S. Co.

Hydrangea, British str., 561 tons,
Captain P. W. Grierson, from
Swatow, Chiu On Wharf—
Chiu On S.S. Co.

Ixion, British str., 5,250 tons,
Capt. J. S. Corrie, from Milke,
buoy No. A3.—B. & S.

Maoria, American str., 6,580 tons,
Capt. Costello, from Manila,
Kowloon Dock.—Williamson &
Co.

Santo Maru, Japanese str., 1,820
tons, Capt. Y. Yoshikawa, from
Dairen, buoy No. A11.—D.K.K.

Sirdhana, British str., 4,835 tons,
Capt. Brown, from Singapore,
Kowloon Wharf.—M.M. & Co.

Svale, British str., 1,354 tons,
Capt. Riddoch, from Swatow,
C. M. S. N. Wharf.—Tung
Nam S.N. Co.

Taiyuan, British str., 2,100 tons,
Capt. R. Robertson, from Can-
ton, buoy No. B9.—B. & S.

Tonjer, Norwegian str., 1,949 tons,
Captain H. Rasmussen, from
Chinwangtao, Laichikok An-
chorage.—Dodwell & Co.

Van Heuts, Dutch str., 2,749 tons,
Capt. H. J. G. Blits, from Swa-
tow, buoy No. A16.—J.C.J.L.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by
the Kwangtung River Conservancy
Commission, shows in feet the
water levels on the West River,
North River and East River on
the dates named:—

	Sept. 7	Sept. 8
West River at Shihung	17.7	17.7
North River at Samshui	17.5	16.5
North River at Tsingyuen	12.2	11.4
East River at Sheklung	9.8	10.5
The highest levels recorded are:—	Shihung, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung, 11.5 feet.	
The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.		

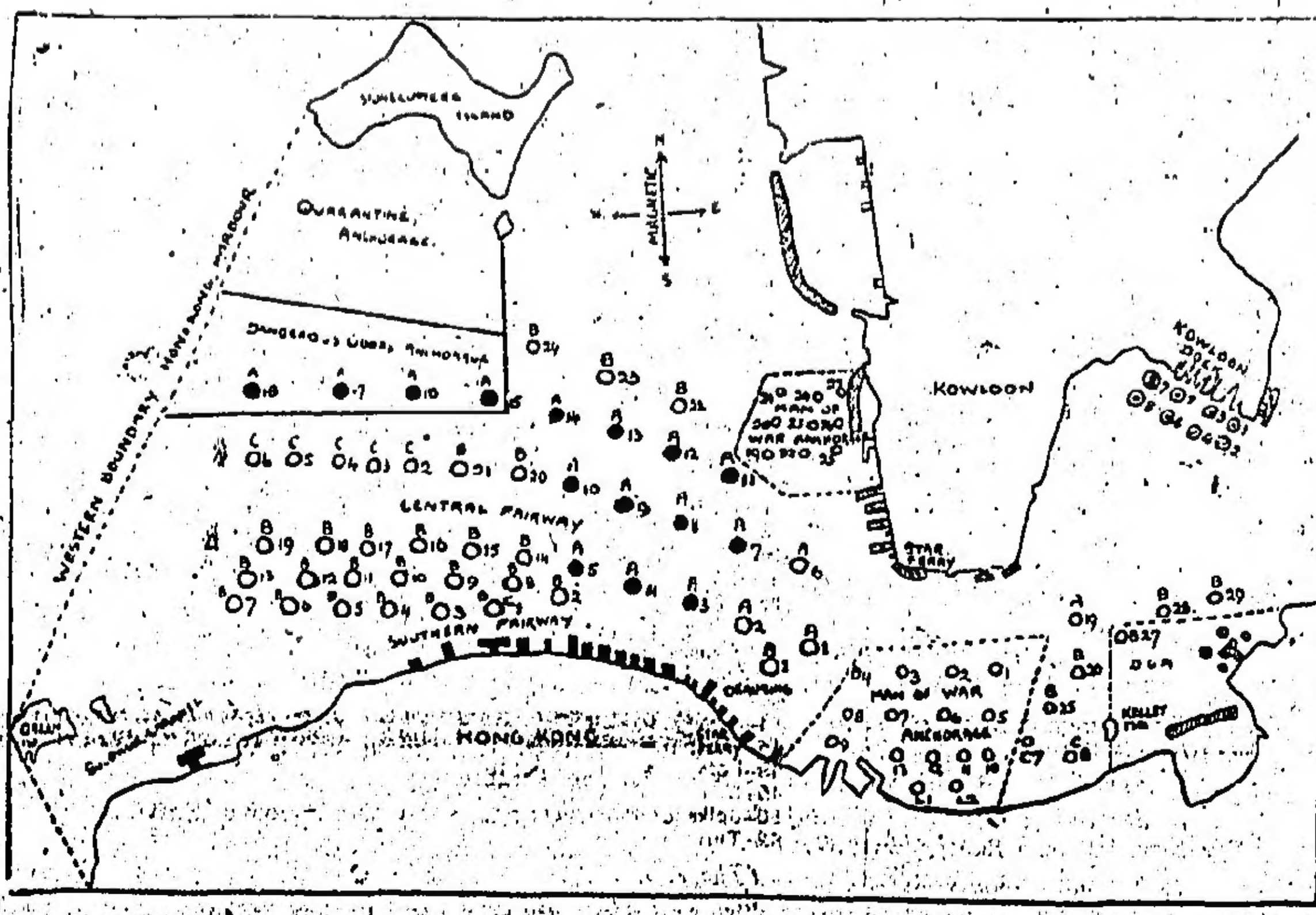
KAIPING COAL FOR ALL PURPOSES.



THE KAILAN MINING ADMINISTRATION.
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BUOY PLAN OF HONG KONG HARBOUR.



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of the Pacific

39,000 Displacement
26,000 Gross Tons

Sails for

Victoria & Vancouver

Calling at

SHANGHAI—KOBE—YOKOHAMA

NOON—SATURDAY

12 SEPTEMBER.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Japan	Sept. 12	Sept. 16	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 23	Dec. 26	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Through Fares To Europe

£120—£112—£83—£79

HONG KONG—MANILA.

Leave Hong Kong Arrive Manila

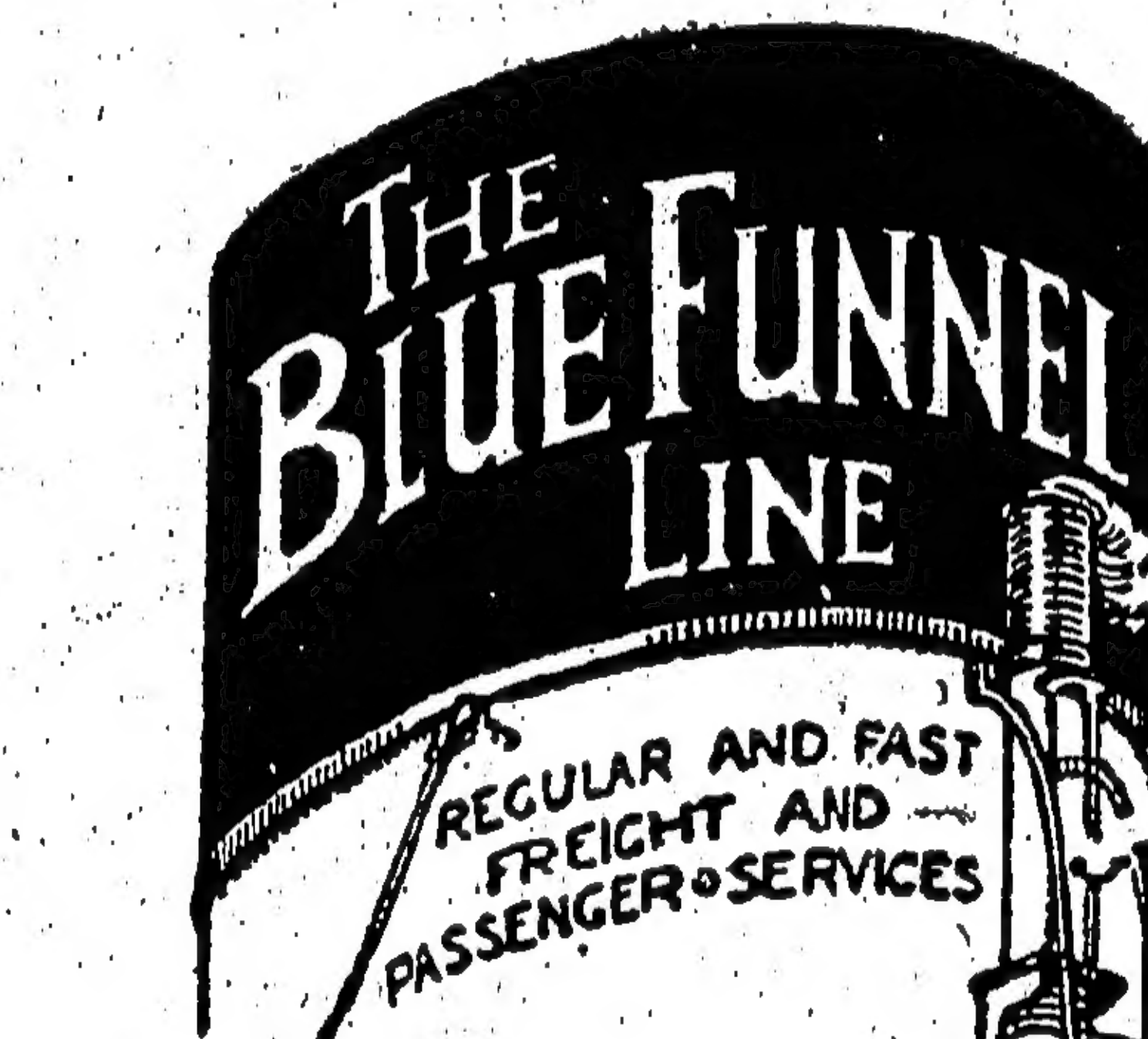
EMPRESS OF ASIA	Sept. 17	Sept. 19
EMPRESS OF CANADA	Oct. 2	Oct. 4

Ask about the New Low Empress tourist Cabin Fares

CANADIAN PACIFIC

The Exceptional Summer fares to Japan.

Telephones: Passenger 20752. Freight 20042.



LONDON SERVICE.

"MENEALUS" 15th Sept. For Port Said, Suez, Casablanca, London, Liverpool and Hamburg.

LIVERPOOL SERVICE.

"BELLEROPHON" 10th Sept. For Port Said, Genoa, L'pool, Havre & Glasgow.

NEW YORK SERVICE.

"MENEALUS" 6th Oct. For Boston, New York, & Baltimore via Philadelphia and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)

"IXION" 17th Sept. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"CALCHAS" Due 13th Sept. For S'hai, H'hai, Kobe & Y'ham.

"SARPEDON" Due 18th Sept. For S'hai, Tsingtao, Weihaiwei, Taku, Chuwangtao and Ulsan.

Also cargo steamers with limited passenger accommodation at specially reduced rates. For freight, passage rates and information apply to undermentioned. All bookings are subject to the provisions of the Company's Bill of Lading.

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Agents.

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To AUSTRALIA. Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPIING (SUNNERS)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESSE CARRIED.

Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £16 RETURN.

LONDON (via Australia) from £136.15.0.

(Australian Newspapers on file)

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REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

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SEATTLE, VANCOUVER via Shanghai & Japan Ports.

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LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.

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ATSUTA MARU

KAMO MARU

BOMBAY via Singapore, Penang, & Colombo.

KAGA MARU

YAMAGATA MARU

SOUTH AMERICA (West Coast) via Japan, Honolulu.

Los Angeles, Mexico and Panama.

BOKUYO MARU

NEW YORK, BOSTON via Panama.

YOKA MARU

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.

LYONS MARU

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU

PENANG MARU

SHANGHAI KOBE & YOKOHAMA.

KAMO MARU (Nagasaki direct)

KATORI MARU

TOKUSHIMA MARU (Kobe direct) Thursday, 24th September.

* Cargo only.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Santos Maru	Fri.,	2nd Oct.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Arizona Maru	Wed.,	7th Oct.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Brisbane Maru	Tues.,	6th Oct.
JAPAN PORTS (Frequent Services).	Havana Maru	To-day	at 5 p.m.
	London Maru	Mon.,	14th Sept.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Amazon Maru	Sat.,	12th Sept.
	Alaska Maru	Sun.,	13th Oct.
NEW YORK via Japan ports, Los Angeles & Panama, Call Direct at Boston, Philadelphia & Baltimore.	Kinai Maru	Tues.,	15th Sept.
BOMBAY via Singapore, Belawan, Deli & Colombo.	Hague Maru	Sat.,	19th Sept.
CALCUTTA via Singapore, Penang & Rangoon.	Burma Maru	Fri.,	18th Sept.
HAIPHONG via H'hai & Pakhoi (Fortnightly).	Menado Maru	Thurs.,	17th Sept.
SEELUNG via Swatow & Amoy (8 p.m. every Sunday).	Canton Maru	Sun.,	13th Sept.
YAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs.,	24th Sept.

For further particulars please apply to—
OSAKA SHOEN KAISHA.
Telephone 2201.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
CATHAY	15,000	12th Sept. Noon	Bombay, Marseilles & London.
GARBETA	5,300	16th Sept.	Straits, Colombo & Bombay.
*TISODAN	5,300	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Ant- werp & Hull.
*MIRZAPUR	6,700	6th Oct.	Straits, Colombo & Bomb. y.
MANTUA	11,000	10th Oct.	Marseilles & London.
*KASHMIR	9,000	24th Oct.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*BURDWAN	5,300	31st Oct.	Marseilles, London, Rotterdam, Ant- werp & Hull.
NALDERA	15,000	7th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,000	21st Nov.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	15,000	19th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*SOMALI	5,300	26th Dec.	Marseilles, London, Rotterdam, Ant- werp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti. § Calls Bangkok.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	7,000	23rd Sept.	Singapore, Penang & Calcutta.
*SIRDHANA	8,000	4th Oct.	Singapore, Penang & Calcutta.
TILAWA	10,000	14th Oct.	Singapore, Penang & Calcutta.

† Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NANKIN	7,000	2nd Oct.	Manila, Rabaul, Brisbane, Sydney
NELLORE	7,000	2nd Oct.	& Melbourne.
TANDA	7,000	2nd Dec.	

Regular monthly sailings from Hong Kong to Shanghai and Japan,
and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.
Cheap Summer Trips to Japan, June to Sept.

SIRDHANA	8,000	11th Sept.	Amoy, Shanghai, Kobe & Osaka.
MANTUA	11,000	11th Sept.	Shanghai, Kobe & Yokohama.
*BURDWAN	5,300	12th Sept.	Shanghai, Kobe & Yokohama.
KASHMIR	9,000	25th Sept.	Amoy, Shanghai, Kobe & Osaka.
TILAWA	10,000	25th Sept.	Amoy, Shanghai, Kobe & Osaka.
NELLORE	7,000	5th Oct.	Amoy, Shanghai, Kobe & Osaka.
SANTHA	8,000	9th Oct.	Amoy, Shanghai, Kobe & Osaka.
NALDERA	15,000	10th Oct.	Shanghai, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Amoy, Shanghai, Kobe & Osaka.
TALMA	10,000	24th Oct.	Shanghai, Kobe & Yokohama.
MACEDONIA	11,000	24th Oct.	Shanghai, Kobe & Yokohama.
TANDA	7,000	6th Nov.	Amoy, Shanghai, Kobe & Osaka.
TAKADA	7,000	6th Nov.	Amoy, Shanghai, Kobe & Osaka.
RAJPUTANA	17,000	7th Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.	Amoy, Shanghai, Kobe & Osaka.
CORFU	15,000	21st Nov.	Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th Dec.	Amoy, Shanghai, Kobe & Osaka.
RAJALPINDI	17,000	5th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	Amoy, Shanghai, Kobe & Osaka.
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COAL AS FUEL FOR THE NAVY.

A Deputation to the Admiralty.

A deputation from South Wales to the Admiralty on the question of the reversion to the use of coal by the British Navy was received at Whitehall recently. In the absence of the First Lord of the Admiralty, Mr. Ammon, M.P., Parliamentary and Financial Secretary to the Admiralty, and Mr. George Hall, M.P., Civil Lord heard the deputation, which was headed by the Lord Mayor of Cardiff, and included 36 representatives of all interests in the steam coal industry, as well as municipalities in the areas producing such coal.

Mr. Ammon, in his reply, said that were the British Navy to revert to coal as fuel, they should be accepting a handicap in design which would be a most serious setback, and could not now be undertaken without grave prejudice to the strength of the Fleet and its operational efficiency.

The question whether H.M. ships should be designed to burn coal or oil had been under continuous consideration by the Board of Admiralty since oil-fired boilers first became a practicable proposition. Oil burning was not adopted in the first place without thorough trial, and its use had not been extended without fully weighing all the advantages and disadvantages. Ex-
perience in the war showed most definitely the advantages of oil fuel.

Ships burning oil fuel could steam continuously at maximum power until practically all fuel on board was expended and, without any increased effort on the part of the personnel. Coal-burning ships could not steam full speed for more than a limited time without having to clean fires, while the work of maintaining an adequate supply of coal to the boilers became increasingly arduous and difficult owing to the necessity for maintaining the watertight subdivision of the ship.

The problem of supplying an adequate quantity of coal to the boilers during action had become a matter of grave difficulty, depending upon the quantity used previously and the duration of action conditions. On any given weight of fuel the endurance of an old-burning ship was nearly double that of a coal-burner. Oil-burning warships could be refuelled much more rapidly and easily than coal-burners.

A Definite Disadvantage.

At sea oil-burning ships could be steamed with a minimum of smoke, while at the same time the making of smoke was as under control. For tactical purposes the absence of high tactical and gunnery importance, and in that respect coal-burning ships were at a definite disadvantage.

On given displacement, whilst retaining other military qualities,

it would be impossible to design a coal-burning ship of the same speed and endurance as an oil burner. If our ships were to burn coal, while those of foreign Powers continued to use oil, our displacement would have to be consistently higher, which on a limited tonnage figure (based on naval agreements with foreign Powers) in each category would be an overwhelming disadvantage.

The possible conversion of existing ships from oil to coal was impracticable without the most extensive and expensive alterations. It would be impossible to make the change in existing vessels of the destroyer or cruiser type. Could the Navy, as it existed to-day, be converted to coal burning it would require an addition of 15,000 engine-room ratings.

"Although the dependence of the Navy on foreign supplies of fuel is recognised to be a serious disability, and the Admiralty would much prefer to be able to use fuel of home production," said Mr. Ammon, "the military advantages of using oil are considered greatly to outweigh the disadvantages. We are not dependent upon the supplies from any one country or from any one part of the world, whilst reserves of oil fuel can be, and are, being built up in various places."

No Test for 20 Years.

In connection with the visit of the deputation the current issue of the "G. L. M. Review" (the magazine of the coal trade activities of Guet, Llewellyn, and Merrett, Ltd., and associated companies) contains the following interesting comment:—

"It is particularly pointed out that no fair test of coal has been made in any modern warship for the last 20 years, whilst boilers and methods of steam raising have during that period changed almost beyond recognition. Would it not be a fair national proposition to build at least one warship constructed for the consumption of sized coal under modern boiler conditions, with automatic stoking, in order to see whether there would then be any superiority in the use of oil over coal? South Wales feels confident that the modern methods of fuel consumption would furnish the complete answer, and that coal once again would take its proper place in the furnaces of our warships. But even assuming that the result obtained from coal is only equal to that of oil one cannot get away from the fact that 100 per cent. of our requirements of oil has to be imported, whilst our coal production is within our own shores and safe under ground."

"It is to be sincerely hoped that the representative deputation appointed by South Wales to meet the Government will, at least, be able to drive these factors home and secure a fair trial under modern conditions for coal as a modern steam-raiser, quite apart from the great help which would be given to the coal trade as a result of such consideration."

The Canadian Pacific Line has already announced the probability of a second Empress of Britain being built.

WATERSPOUT ESCAPE.

A Whirlwind of Roaring Water.

Bathers had narrow escapes when a waterspout of tropical violence occurred at Clevedon, the Somerset seaside resort.

While the Marine Lake was crowded with bathers, during a dead calm under lowering black clouds, the water in the centre of the lake suddenly shot into the sky with a terrifying roar.

In a moment it had formed a mushroom-shaped body of whirling water 100 yards in diameter.

Bathers dashed in panic for safety, and all managed to scramble ashore unhurt.

As is common with waterspouts, the greater part of the surface of the lake remained calm.

Boiling Foam.

Only in the centre directly under the base of the waterspout, was the lake transformed into boiling foam.

The pillar of water rising into the sky began to move slowly away. As it approached the shore of the lake it caused the diving-board to oscillate violently.

A boat in the lake was torn loose from its moorings, and, as the spout reached the shore, quantities of hay from a neighbouring field rose up into the air and were sucked into the roaring vortex of water.

The piermaster, Mr. C. J. Gibson, said: "I saw the waterspout rise from the lake, cross the shore, and pass over the sea wall until it hung over the sea."

Lost in the Clouds.

"Masses of spray flew high into the air."

"The spout moved slowly, and took about twenty minutes to travel three-quarters of a mile. It passed a quarter of a mile from the crowded pier-head and moved out into the Bristol Channel."

"We lost sight of it in the dark clouds a couple of miles away."

"I have seen spouts abroad, but never before in British waters."

With the passing of the waterspout a violent thunderstorm broke.

NEW DESTROYER LAUNCHED.

The new Italian destroyer Fulmine, which was launched at Fiume, is of the same type as the Fulgore and the Lampo. She has a displacement of 1,240 tons, and can do thirty-eight knots. She has 45,000 h.p. engines, and, like her sister ships, is destined for the Mediterranean service.

These fast and small destroyers are being built in accordance with the decision of the Council of Ministers which was issued in 1929. Their construction has caused considerable criticism in France, where it was stated that the French navy has nothing so swift and modern for the Mediterranean service. Heated newspaper arguments followed the decision to build them.

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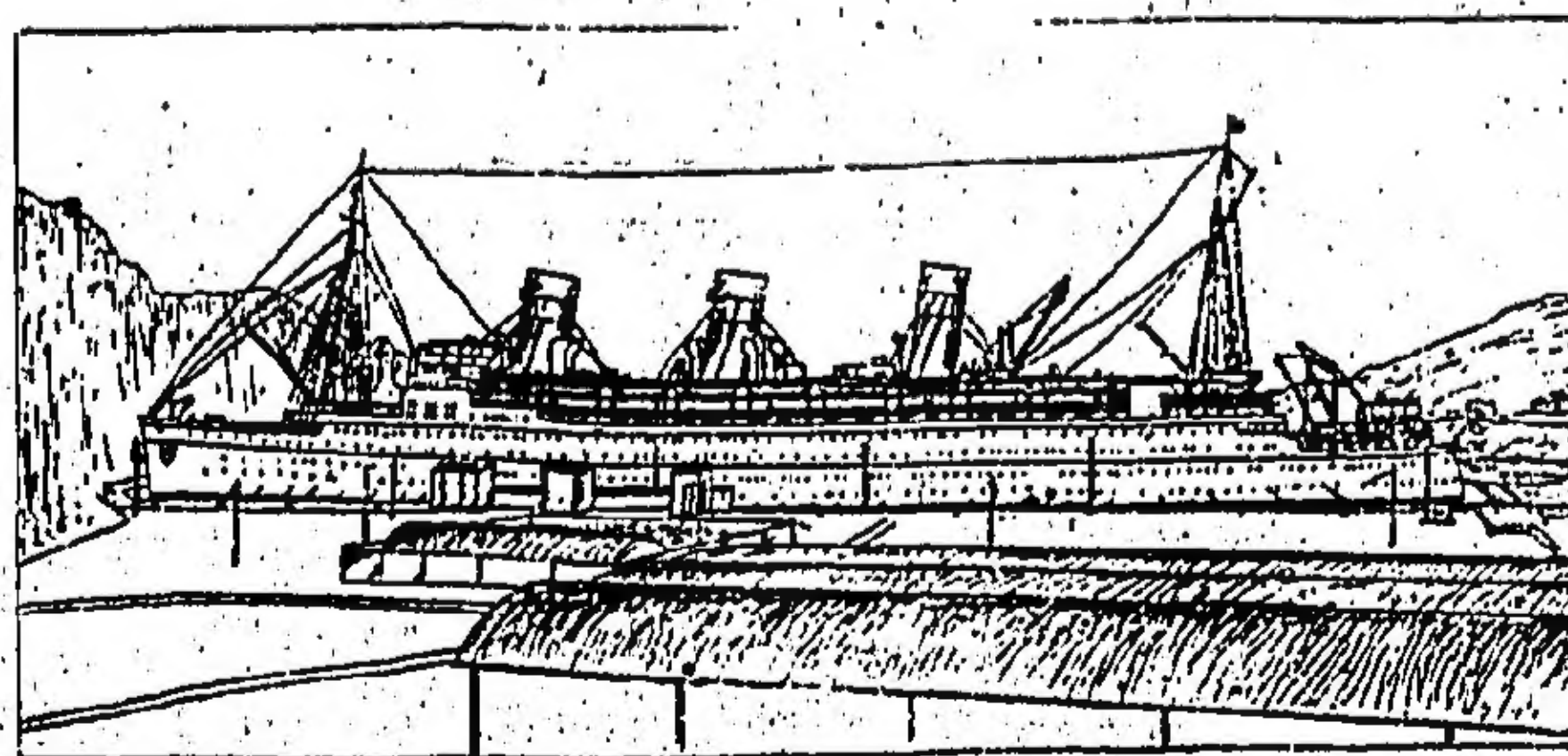
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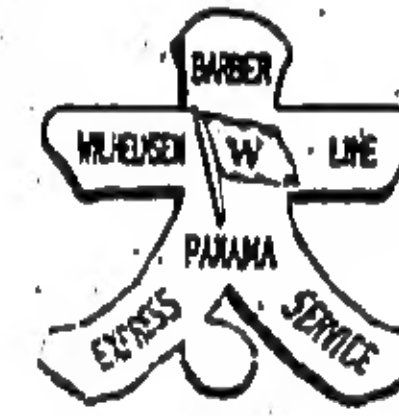
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TAI HING	TUES. 15th	THURS. 17th	FRI. 18th	SAT. 19th
TAI MING	THURS. 21st	SAT. 23rd	SUN. 24th	MON. 25th
TAI HING	MON. 25th	WED. 27th	THURS. 28th	FRI. 29th
TAI MING	WED. 29th	FRI. 31st	SAT. 1st	SUN. 2nd
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COLUMBIA PICTURES presents
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It will lift you out of your seat and send the chills down your spine!

WHO KILLED JACK DONOVAN?
A glittering dinner party—gaily laughing guests. Suddenly—darkness and the sound of a falling body! Donovan was murdered!

COMMENCING FRIDAY, SEPT. 11th.

First Time Shown In This Colony
An All-Talking, Singing
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The Glory of Human Love!
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"BUT ME NO BUTS!"

Men "Carried Away" at The Zoo.

Adolphus and Archibald are two young fellows whose philosophy of life is made up chiefly of "buts"—or "butts" or "buttes" (as your particular dictionary and you may wish).

A kindly soul looked in on Adolphus and Archibald at their rooms on Mappin Terrace, the Zoo, and said: "My boy, your turn for a holiday change in the country. There are a dozen of you young Barbary sheep lads and maidens booked for a nice little outing to Whipsnade, the new Zoo. Fresh air, plenty of space, grass, nut branches—just heaven, eh?"

The keeper made a grab at the horns of Adolphus and had the surprise of his life. Adolphus was not there.

There was Adolphus going round the sides of the den like a trick cyclist in a cylinder. He spun himself up to the ceiling, came down with a whack, and pinned the keeper to the wall with a butt that cut his ear.

Then Adolphus reversed engine and whipped round the walls the other way, coming to rest again with wonderful nicety on the other side of the keeper's head.

The keeper went to guard the doorway—and Adolphus rushed for it. His head went between the keeper's legs, and the astonished man found himself hoisted for a joy ride.

Rapid Exit.

At the moment another keeper appeared at the den entrance. It was just the moment that Archibald had decided to quit. He caught up keeper No. 2 just as his chum had done the first man.

Keeper No. 1 found himself reaching forward astern. That is, he was going forward backward, grabbing at the stern sheets, so to speak.

Rolling off, he grabbed a hind leg of Adolphus.

Now a man hanging on to the hind leg of a Barbary sheep is, as you might say, on top. No Barbary sheep can butt a man who has hold of his hind leg.

Keeper No. 2 adopted the same rear action tactics.

Adolphus and Archibald are at this moment grazing on the Chiltern slopes, at Whipsnade, meditating, let us hope, on the folly of meeting everything with a "but," "butt," or "butte."—U.R. in Daily Express.

DIRECTOR OF MUSIC, R.A.F.

The Air Council have appointed Capt. E. F. O'Donnell, M.V.O., Director of Music, Royal Marines, Portsmouth Division and H.M. Yacht Victoria and Albert, as Director of Music, R.A.F., and Officer in Charge of the R.A.F. Central Band, in succession to Flight Lt. J. H. Amers, M.B.E., who is retiring from the Royal Air Force.

Captain O'Donnell is one of three brothers, all of whom have been conductors of Marine bands. One is still a director of music, Royal Marines, at Chatham, and the other, Mr. B. Walton O'Donnell, is director of the Wireless Military Band.

THE PERFECT PEST.

Trials of A Modern Hostess.

GROWING ANTIPATHY.

Something must be done about it, and quickly. This growing antipathy between guests and hostess has reached undue proportions, and if allowed to continue unchecked it must inevitably lead to murder. One fine morning the trim housemaid rattling upstairs in her starched print frock will find a battered body lying huddled in the bathroom, while a bloodstained poker in the hostess's room will point only too clearly to the murderer. It is useless to say that civilised people do not behave like this. Sufficiently goaded, even the most urbane of mortals is not responsible for his or her actions.

Only the other day I read in an American paper an account of a poor creature in a dentist's chair who, because he was hurt beyond endurance, suddenly pulled his revolver and shot his tormentor. This is exactly the kind of thing that may happen in a dozen country houses this Summer.

How is it that guests have become such pests? Why are they no longer the prop and ornament of every well-run household?

The answer is not far to seek. Without being unduly censorious, surely we need look no further than the teaching of Freud and his followers. The "inferiority complex" that made people so anxious to please and so grateful for a kind word has given place to the superiority complex that makes the task of entertaining one long nightmare.

Entertaining in pre-psychological days was mere child's play. After breakfast the hostess said meaningfully, "What would you all like to do this morning?"

Immediately there would be a chorus: "Oh, may we have a romp with Tottie and Toby?" or "Can't I weed that delicious rock garden?" or "I adore dogs; do let me give Fido a bath."

Having settled all her guests comfortably for the morning, the hostess was able to retire to her boudoir with the latest novel. The performance was repeated with variations at luncheon. The hostess would beam on her hard-working little party (hungry and glowing with the morning's exercise) and inquired brightly, "Who would like a long drive in the waggone to see the site of an old Roman camp?" Delighted murmurs of assent would come from her well-trained band, and not later than three o'clock the hostess would be free to return to her boudoir to finish her novel.

Very often she was able to force them to take a ten-kettle and enjoy a merry picnic, in which case she was free until it was time to dress for dinner.

But, alas! How differently guests behave to-day! To begin with, the modern girl announces at breakfast that she loathes children and dogs and hopes the little beasts won't come near her, while her ungrateful brother joins in and adds that "any form of sightseeing makes him go all of a dither." It is useless to expect your guests to save you the wages of an extra garden boy. They flatly decline to do any

TRAINING FOR THE FILMS.

Trials of A Modern Hostess.

New Organisation's Aims.

The aims of a new organisation for training aspirants in all branches of cinema acting and production were explained by Mr. Sinclair Hill at a luncheon given at the Dorchester by the directors of British Cinematograph Training Studios Ltd.

British film producers, he said, could not at present afford to take a chance with young artists and technicians in their most promising years because they had no training. If American producing corporations found a promising artist they sent that person to school, where he was taught not only the ethics and practice of the profession, but the art of personal showmanship.

It was this training which their enterprise intended to provide, not only for screen artists, but for scenarists, producers and all classes of technicians. The company would be in a position to select its students, admitting only those who showed real promise. During a preliminary general training in all branches of film work the greatest care would be taken to find out exactly what particular department in the industry a student was fitted for.

"Students," said Mr. Hill, "may be fired with the ambition to become a Ronald Colman or a Greta Garbo, but after their second term it might be discovered that instead they are a Cecil B. de Mille or a Frances Marion in embryo; so, instead of turning out an indifferent artist, we shall produce a budding director or a promising scenarist."

Lord Clannmorris, who presided, said that a higher standard of acting and production was needed if British films were to win a wider market.

CLASS TEACHING OF THE PIANO.

The first piano-class in England to be successful at an academic examination consisted of seven girls taught at Trinity College, London.

They sat for the July examinations of the Associated Board of the Royal College of Music, and all seven passed the preliminary examination in piano playing, their work being highly commended. None had received individual lessons.

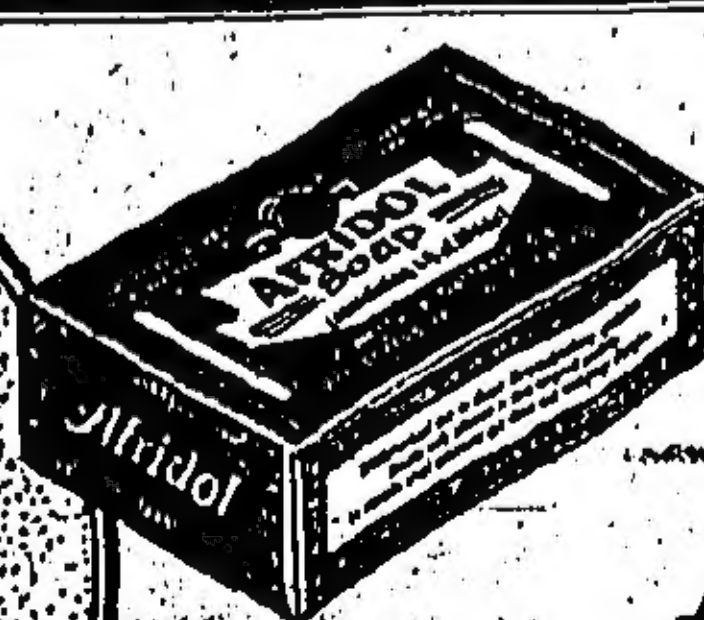
weeding, and if you give them a syringe for the green-house fly all they do is to eat the peaches and nectarines you were saving for yourself.

As for their behaviour after dinner, it is nothing less than a scandal. They rush into the drawing-room and seize the most comfortable armchairs near the fire. As these happen to be the only ones that get any light the result is that the host and hostess are obliged to shiver all the evening in semi-darkness on hard rush-seated chairs.

Some day, as I said before, we shall not be surprised to take up our daily paper and read:—

ANOTHER MURDER IN A COUNTRY HOUSE.

And will the jury convict? Most emphatically not if there are enough women on it!—Rose Henniker Heaton in the Manchester Guardian.



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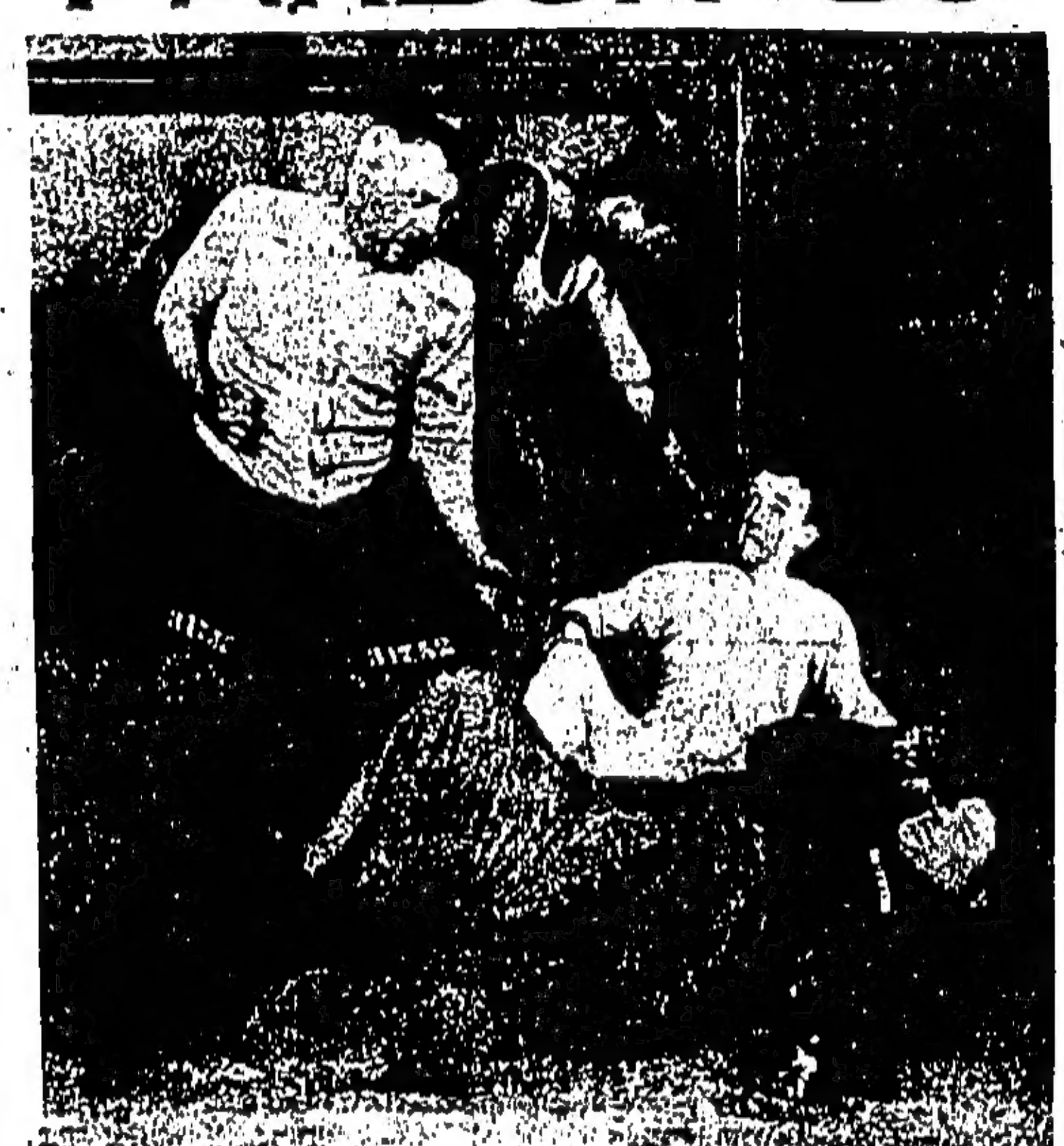
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